

# THE Hongkong Weekly Press

AND

## China Overland Trade Report.

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### BIRTHS.

At Hanoi, Toukin, on the 7th May, the wife of EUGENE JUNG, Vice-President de France, of a son, Henri Lucien. (English paper, please copy).

On the 9th May, 1899, at the Spanish Consulate Kulangsu, Amoy, the wife of S. T. STEPANOV, of the Imperial Chinese Maritime Customs, of a Daughter.

At 5, Lyemoon Villas, Kowloon, on the 17th May, the wife of the Rev. J. H. FRANCE, of a son.

### MARRIAGES.

On the 11th May, at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., HAROLD WILLIAM, youngest son of O. G. DALDY, of Romford, Essex, to ALICE, eldest daughter of William M. KERFOOT, of Dukinfield, Cheshire.

On the 15th May, at the Peak Church, Hongkong, by the Rev. R. F. Cobbold, M.A., FREDERIC OSMUND STEDMAN, M.D., London, to LILLIAN MABEL LE MESURIER, daughter of Colonel T. A. LE MESURIER, A.S.C.

### DEATH.

At No. 9, Hongkong Road, Shanghai (the residence of her son-in-law, J. S. Nazer), on the 8th May, 1899, JANE ANN, the relict of the late ANTHONY FIELD SAMPSON, of Hongkong, in her 70th year.

### ARRIVALS OF MAIIS.

The French mail of the 21st April arrived, per M. M. steamer *Tunkin*, on the 19th May (28 days).

### EPITOME OF THE WEEK.

Mr. Covel, a leading cotton manufacturer of Boston, has arrived in Shanghai on a tour of investigation of the cotton industry in China.—*Mercury*.

It is notified at Kiaochau that from the 28th June the Mexican dollar is to be the standard coin. One, two, and five pfennig pieces are being struck for the subsiding currency.

*Freedom* (Manila) says:—"The local banks are now accepting U.S. currency, which will now be accepted by merchants the same as gold." Does this foreshadow the adoption of the gold standard for the Philippines?

From the *Ostasiatische Lloyd* we learn that Dr Knappe has received a telegram notifying him that he has received the substantive appointment of Consul-General for Germany at Shanghai, in which he has for some time past been acting.

Only ten tea steamers are going to Hankow this year. One of them is the *Glaucus*, another the *Oanfa*, while the remaining eight are Russian Volunteer steamers. The *Glaucus* will take Russian teas which will be transhipped at London to their destination.—*Union*.

The Peking correspondent of the *N. C. Daily News* writes:—"The current of summer migration sets strongly toward Peitaiho, and beside the residents at the British Legation, only a small number of Pekingites will visit the West Hills this year. Having derived so much benefit from the breezes of Peitaiho last summer, it is probable that the I. G. will find his way there again this year."

The Chinese papers report that on the 8th May the dismissed Imperial Tutor Weng Tung-ho received an important telegram from the Tsungli Yamen. What its contents were is a matter of much speculation amongst the Chinese. Weng Tung-ho has been living very quietly in Shanghai for some time past and has developed a decided *panchon* for various foreign things and the superior comforts of Western civilization which he formerly detested.—*China Gazette*.

Referring to the Yokohama race meeting, which was to begin on the 8th May, the *Japan Herald* says it should be at least memorable for one thing, viz. that this will be the last occasion, if Japanese laws against lotteries are to be enforced, that a Pari Mutual on the course, or race lotteries elsewhere, will be possible. Those, therefore, who are addicted to these diversions, add a contemporary, will do well to make the most of what may probably be a last opportunity.

From Tonkin papers we learn that the Société des Houillères de Tourane has been reconstructed under the name of Société des Magasins Généraux et des Houillères de Tourane with a capital of 3,500,000 francs. The major portion of the capital has been subscribed by the Banque de Paris et des Pays-Bas, the Société Générale, the Comptoir d'Escompte, and the Banque de l'Indo-Chine. The balance has been supplied by M. Pila and a Lyons Syndicate. The direction will be in France and all the above named banks will be represented on the Board.

A Seoul telegram of the 6th May, translated by the *Kobe Chronicle*, states that another hitch has occurred in the negotiation of the Chino-Korean Treaty, the Chinese desiring to pay Customs duties in the depreciated Korean currency, instead of in Japanese coin, thus obtaining an advantage of from 20 to 25 per cent. The Korean Foreign Department refuses to agree to this arrangement, and negotiations are therefore at a standstill.

*Freedom* (Manila) says:—"Recently while Sergeants Wilson and Hill with a detail were clearing out some secluded nooks of the Anda street police station they found a hole in the wall which had been closed with stones and masonry. Within were found eight skeletons; these bones were apparently Filipino remains, judging from the shape of the heads, and undoubtedly the unfortunate were walled in alive and left to die of starvation.

The German cruiser *Kaiser*, which arrived at Woosung on the 8th May from Kiaochau, was to return thither on the 12th with the newly-appointed Rear-Admiral Fritze in command. Admiral Fritze, with his aide-de-camp, Lieut-Capt. von Protha, came out as passenger in the N.D.L. steamer *Preussen* and is comparatively a stranger in Chinese waters. In 1889 he was Captain of the *Adler* when she was cast on the rocks at Apia during that memorable typhoon; afterwards he was appointed as Commander of the Samoa squadron, and latterly he held a post in the Admiralty at Berlin.—*N. C. Daily News*.

We regret to learn that telegraphic news has been received of the death on 12th May of the London Manager of the Chartered Bank of India, Australia, and China, Mr. Thomas Forrest. Mr. Forrest had been in indifferent health for the last eighteen months. By his untimely end—he was only fifty-four years of age—the Bank loses a man of very considerable ability and one who commanded the unanimous respect and esteem of the staff and all he came in contact with. Close on twenty years ago Mr. Forrest was Manager of the Hongkong branch and was widely known throughout the Far East and India.

The past week has seen a further extension of British sovereignty on the Mainland. Early in the week it became evident that some important movement was on foot, and eventually an expedition in force was despatched, but the greatest reticence was observed by the authorities, and it was not until the object had been successfully accomplished that information was forthcoming. Her Majesty's Government, to mark the sense of the duplicity of the Chinese authorities in connection with the taking over of the New Territory, sent out instructions that Kowloon walled city and Shamchun were to be occupied. For humanitarian purposes it was desired that bloodshed should be avoided if possible, and it was accordingly directed that the preparations should be conducted with the greatest secrecy and that a force sufficiently overwhelming to show the futility of opposition should be employed. These instructions were carried out and on Tuesday Kowloon walled city was occupied by a small force of the Royal Welch Fusiliers and the Hongkong Volunteer corps, while the main body of the troops, under the direct command of Major-General Gascoigne, occupied Shamchun. No opposition was encountered in either case.

### THE KOWLOON MISTAKES AND THEIR CONSEQUENCES.

(*Daily Press*, 19th May.)

When the French went to Kwangchow-wan the natives offered some opposition, and there was a little fighting, in which a few Chinese were killed, while a considerable number were captured, taken on board the French ships, given a dose of the cat, and then sent about their business. The cruel Russians, too, encountered a little opposition in their leasehold in Liaotung, and in suppressing it they are said to have shot as many as a hundred men at Kinchow, a circumstance so revolting to humanity as to be made the subject of a question in the British House of Commons. There was to be nothing of that kind in connection with the taking over of the Kowloon extension. The British were going to show the world how such things should be done; the transfer of the territory was to be effected in an atmosphere of peace and good will; and the natives were to welcome their new rulers with gladness, or at least to accept them without resistance. Everything was to be arranged very thoroughly and neatly, for which time was required, and the Colonial Secretary had to travel to and fro between Downing Street and Her Majesty's new possession in order to place the Secretary of State in full possession of all material facts in connection with the territory and to perfect the arrangements. At last the time for the transfer approached, the flag-hoisting ceremony was to be made the occasion of a brilliant display, the day was proclaimed a public holiday, invitations were issued for a picnic to be given to the officials and their friends at the public expense, and everything looked bright and promising, when lo!—as the late Mr. BLACK would say—a strange thing happened. On the eve of the important day it was discovered that the natives had been making use of the time consumed by the Colonial Secretary's trips to England to organise a rebellion and that the country was up in arms. The programme for the 17th April was declared "off" and, as the correspondent of the *N. C. Daily News* put it, if the ceremony had been arranged for the first of that month we could not have been made greater fools of.

A rebellion being in progress it became necessary to suppress it, and, after the armed opposition had been broken up, to rule the natives with some severity in order to bring them into a state of thorough subjection. It was hoped originally that it could "all be done by kindness," but now it is held that force is the only thing the Chinese understand, that fear must precede respect, and that we must use a rod of iron. The original mistakes having been made, all this is no doubt very necessary to get rid of the consequences. A short and sharp suppression of the elements of disorder will prove in the long run the truest kindness, but it is impossible not to feel some sympathy for the misguided wretches who are having such a rough introduction to the benignity of British law, or to avoid regrets that the floodgates of disorder were ever allowed to be opened. Those who have been through the country before the transfer will bear in their minds a picture of a fairly happy and contented population, well fed, well clothed, and well housed, living in a law-abiding sort of way—barring an occasional clan fight or armed robbery—and who had few taxes and few policemen to trouble them, and desired only to be let alone. Then came the

British, and the dull-witted populace, partly by reason of their own inherent dislike to change and partly influenced by designing persons who inflamed them with tales of the crushing taxation that was to be imposed upon them and the restraints that were to be placed upon their liberty, made a fight for it, a fight as senseless as that of a wild animal caught in a trap. Their unfortunate conduct—for which the Colonial Government is really more responsible than the ignorant people themselves—is bringing on them serious consequences, in which the innocent have to suffer with the guilty. If one could associate any romance with the Chinese, the deportation of the inhabitants of the walled city of Kowloon, with their goods and chattels, might almost recall the picture presented in LONGFELLOW's "Evangeline." No doubt the Government will give them pecuniary compensation, but it takes a deal to compensate a community for the loss of their homes. However necessary these drastic measures may be, they are not pleasant to reflect upon, especially when one thinks how easily things might have been otherwise if the action of the Government had only been guided by common sense at the outset. Public opinion from the beginning deprecated the delay in taking over the New Territory, but the Government declined to be moved or to accord any explanation. Now the consequences are before the world in their full unpleasantness and our French and Russian friends may jeer at the "superior person" —JOHN BULL to wit—who has not brought things off quite so well as he intended—no better, in fact, than they themselves.

### THE WEAKENING OF THE POLICE FORCE AND KOWLOON ROBBERIES ON LADIES.

(*Daily Press*, 15th May.)

It is many years since any particular crime has so stirred the colony as the assault and robbery committed upon two ladies walking along that favourite promenade Bowen Road on Friday afternoon. A week or two previously a similar robbery was committed upon a young lady on Kennedy Road, but that was accompanied by rather less violence, and, alarming as it was, it was regarded simply as an isolated outrage in which lawless characters had taken advantage of an adventitious opportunity to plunder a defenceless girl. The speedy repetition of the crime, however, proves that there is a gang of thieves at work who have hit upon this particular scheme as being at once easy of execution and attended with a minimum of risk. To knock a lady down and strip her of her jewelry is the work of a moment almost, and then the highwaymen can disappear up or down the hillside, where pursuit is almost hopeless. No ladies walking unaccompanied in the outskirts of the town can now consider themselves safe, and as the robbers are likely to grow bolder when they find how easily such crimes can be perpetrated perhaps a male companion would prove little protection to the ladies, but might himself share the same treatment. It would seem, indeed, as though we were back in the old days of knockdown robberies, when every resident considered a revolver a necessary part of his equipment.

This outbreak of crimes against the person has occurred simultaneously with the withdrawal of a portion of the Police Force to the New Territory, and it is impossible to avoid a suspicion that it is the weakening of the Police Force that has suggested to

the criminal classes that they might find a favourable opportunity for the perpetration of highway robberies. The Police Force was none too large to begin with; its strength had, in fact, not been increased in proportion to the growth of the colony. To subject it to a serious reduction in order to provide police for the New Territory was therefore a policy of danger. The great delay that occurred in the taking over of the New Territory was surely long enough to have permitted the completion of adequate arrangements for its administration, but instead of that the Government was apparently as unprepared as if the thing had come upon it suddenly. In Mr. STEWART LOCKHART's memorandum on "the petition to the House of Commons praying for an amendment of the constitution of the Crown Colony of Hongkong" the hon. gentleman said that there was "no leisured class in this colony which has the time, even if it had the will, to devote to matters of public interest," and he spoke of the European inhabitants as being "notoriously ignorant" of Chinese affairs. The regrettable occurrences in connection with the taking over of the New Territory have shown how disgracefully ignorant of Chinese affairs the Government is, and in the present prevailing state of insecurity, with ladies being knocked down and robbed on the most frequented roads of the colony, the question arises whether the community should not renew its agitation in favour of obtaining a larger voice in the management of its own concerns. If plain business men had had any voice in the matter they would surely have suggested that an adequate Police Force should have been provided for the New Territory without denuding Hongkong of its guardians of the peace..

### RUSSIAN RAILWAY CONNECTION WITH PEKING.

(*Daily Press* 18th May.)

We are still left in a position of doubt as to the dividing line between the British and Russian spheres in China, and Reuter's telegram of the 15th inst. shows that all questions between the two Powers have not been finally settled. According to this telegram, Mr. BRODRICK, speaking in the House of Commons, said that until the full facts of the Russian demand to connect the Manchurian Railway system direct with Peking were known, the Government could not make any pronouncement whatever upon the subject. The *Times*, in a leading article, says that the Russian demand directly tends to frustrate the object of the recent Anglo-Russian Agreement, i.e., the avoidance of a cause for conflict. The article continues that British trade in China rests on British power and prestige, both of which are seriously endangered by the action of Russia. The *Times*, however, is so pronouncedly anti-Russian that but little reliance can be placed upon its views on any question in which Russian interests are involved. *Prima facie* it would seem desirable that Peking should be linked up with any and every railway system that comes within reach. A Japanese telegram says that various opinions prevail as to the dividing line between the spheres of interest arranged between Russia and England, some believing it to be the Yellow River and others the Great Wall, but that in diplomatic circles it is generally believed that the Great Wall has been made the boundary. If the latter belief be correct it may be contended that a Russian line south of the Great Wall would be an en-

croachment beyond Russia's proper sphere. That Russia is justified in making the best terms for herself that she can must of course be admitted; whether Great Britain will assent to her terms or not is another question. In the present imperfect state of our knowledge on the subject there is but a slender basis on which to form conclusions, but it is sincerely to be hoped that the British Government will not allow itself to be led into the humiliating position of placing obstacles in Russia's way which will subsequently have to be withdrawn as unnecessary or unreasonable. The Russian opposition to the construction of the Newchwang line by a British syndicate was strongly resented by Great Britain, and rightly so. It would be humiliating if Britain now simply reversed the position and objected to any equally reasonable project on the part of Russia. It is by connection with the Trans-Siberian line that Peking must be brought into railway communication with Europe, and to us it appears that British prestige would be more injured by opposing such a desirable consummation than by the adoption of an attitude of benevolent neutrality. Other lines of communication may be opened up ultimately, but for many years to come the Trans-Siberian will be the great railway link between the Occident and the Orient, and nothing could well be more undignified than for a Power like Great Britain to indulge in any spiteful attempts to block the line. If the dispute turns on the ownership of the connecting link between Peking and the Trans-Siberian line whether it should be avowedly Russian or nominally Chinese—it hardly seems worth arguing about, for the line in any case will be as much under Russian control as the line from Kowloon to Canton will be under British control. Possibly when Russia is brought into immediate contact with Peking the unsuitability of a city so near the frontier to be the capital of the Empire may be recognised by the Chinese, or by the Foreign Powers who may happen to control the destinies of the Empire, and a transfer of the seat of Government to Nanking or some other central city may be decided upon. That, however, is no new question, the position of Peking having long been recognised as not altogether suitable for a capital. Great Britain would certainly not find her power or prestige in China weakened should circumstances bring about a transfer of the Imperial Court to a city within the British sphere.

#### TAXATION IN CHINA AND ELSEWHERE.

(*Daily Press*, 13th May.)

A recent issue of the *North-China Daily News* contained an interesting article in which a comparison was instituted of the taxation to which various countries are subject. Englishmen, we are told, pay £2.10 each for the expense of government and Frenchmen £3.10. Russians pay £1 each and this amount is not far below the average sum which all the world's inhabitants who enjoy the blessings of regular government have to pay for the privilege. In Canada there is a population of five millions and a revenue of three million pounds sterling. In that country each person pays then only 12/- for government expenditure. The figures for some other countries having been given the writer goes on to say:—"There is much which is hard to explain in the proportion of population to taxes in many countries, and the case of China is the most remarkable of all. The very

"small amount paid by the Chinese people to their governors is surprising. According to the best statistics procurable taxation in China, inclusive of Customs duties and salt gabelle, only amounts to a little more than sixpence a head. According to the Board of Revenue tables of taxation it is impossible to discover that the Government requires heavier impost than this to be levied on the property of the people." *Prima facie* these figures would show China to be very happily circumstanced in respect of taxation, even having regard to the proportion the taxation bears to the small average income of the people. The figures, however, take no account of the squeezes to which the people are subjected, but only of the actual amount accounted for to Peking. In considering whether a country is lightly or heavily taxed, however, the chief question to be considered is what value the people get in return for the money they pay. Taking the taxation of China, then, at sixpence per head only, what the people get in return is a very poor sixpennyworth. In the New Territory just taken over by Hongkong the population is estimated at 100,000 and the revenue, according to a Chinese official return, amounts to a little over \$50,000, but the Hon. J. H. STEWART LOCKHART in his report says another estimate places it at \$160,000. A good deal of the revenue, however, is derived from rents of Government land, which cannot strictly be classed as taxation. The ordinary people have been paying very little indeed in the way of taxation and they are apprehensive that their transfer to British rule will mean a great increase to their burdens. In Hongkong the total revenue is in round figures \$3,000,000, which on a population of 250,000 gives \$12 a head, and even deducting land revenue and other sources of income that may be considered not to all under the heading of taxation in the common acceptance of the word, the rate per head will still reach \$6 or over. Naturally the town residents contribute proportionately more to the revenue than the villagers, and if the Hongkong scale of taxation were at once applied to the New Territory it would not amount to anything like \$6 a head, but it would undoubtedly amount to a good deal more than the inhabitants have been accustomed to pay hitherto. Mr. LOCKHART in his report says that "until further experience has shown in what manner revenue can best be raised without exciting the suspicion or irritating the feelings and prejudices of the inhabitants it would be well to interfere as little as possible with the present system and sources of taxation." The advice is sound for the time being, but it will not be long before experience will demonstrate the necessity for a larger revenue, and then means for increasing the taxation will have to be found. The development and administration of the territory will cost money, and it will be no hardship upon the people to call upon them to provide the necessary revenue, seeing that they will get more than an equivalent for it in the shape of improved roads, enabling them to dispose of their produce to better advantage, improved sanitation, greater educational facilities, and various other advantages. We may take as a typical case the village of Wongneichong. The villagers there no doubt pay a great deal more in the way of taxation than they did before the British occupation, but they are also a great deal better off, the improvement in their condition being due to the better form of government under which they now

live. The case of the villagers in the New Territory will be the same, but for the present they look forward only with apprehensive dread to the increase in taxation and take no account of the benefits they will receive in return. Their education will be a work of time.

#### THE CHINESE REGIMENT AT WEIHAIWEI.

(*Daily Press*, 15th May.)

We note that, according to the Weihaiwei correspondent of a Singapore contemporary, the 1st Chinese Regiment at the new Ultima Thule of the British Empire is gradually assuming form. At the time he wrote there had been about one hundred and twenty men enlisted, and these were being organised in four companies of thirty each. A good class of men was being obtained; the average height was about 5 feet 7 inches, and the chest measurement about 34½ inches. The recruits were being drilled, and were picking the drill up quickly, though the words of command were given in English, which is of course strange to them. Six more officers and four non-commissioned officers were shortly expected to arrive from England, and it was thought that on the arrival of these the Regiment would be capable of expansion into eight companies. Very likely, if the companies are to consist of thirty men to a company! Yet we are disposed to think that a regiment of 240 men if composed of Chinese is more than sufficient for our needs in China. In fact, it would be better to abandon the idea altogether. In raising Chinese troops and teaching them it may be doubted whether the game is worth the candle. The Chinese make but indifferent soldiers, and are very likely to quit the service so soon as they see a chance of getting better pay under their own Government. And though they know perfectly well that with the mandarins they would always have their pay in arrear they would place against that disadvantage the solid one (to them) of laxer discipline and of advancement as drill instructors and petty officers by reason of the experience obtained during their employment at Weihaiwei. We have repeatedly mentioned the danger likely to be incurred by the employment of Chinese as troops, a danger assuredly not compensated for by the facility of their enlistment. It would be wise for the War Office to see that the slender garrisons provided for the colonies in Eastern Asia are at any rate composed of good and reliable material. It is, unfortunately, only too true that in Great Britain, owing to the voluntary system maintained there, the difficulty of finding recruits to meet the requirements and fill up the regiments on foreign service is great and increasing. But it would be better to raise regiments in the Colonies and in Africa rather than enlist Chinese, who have no liking or respect for the military profession, and whose anti-foreign proclivities render them at the present moment most doubtful tools to work with. The different fighting races in India may for the most part be relied upon to prove faithful to their salt, and they have, in the course of generations, developed an *esprit de corps*, a pride in the service of the Raj that would be utterly and entirely wanting among Chinese mercenaries, whose interest in their employment would be strictly limited to the reception of good pay. No dependence could be placed upon the latter either to mount a strict guard or to take the most ordinary care of their weapons. The Chinese soldier is a most casual creature and can with difficulty be taught

to become an efficient fighting machine. When that difficulty is overcome, however, there remains the greater objection of his unreliability. We say nothing as to his want of courage, for that is probably no more conspicuous than with other Oriental races, while the natives of some provinces undoubtedly possess many of the qualities that go to make the soldier, such as endurance, patience, and hardihood. But so long as there is other material available, we strongly deprecate the experiment now being tried at Weihaiwei being extended. As Police the Chinese have proved far from a success, and they are not likely to give more satisfaction as soldiers.

#### FRANCO-GERMAN RELATIONS.

(*Daily Press*, 17th May).

A visit paid to Saigon the other day by the German cruiser *Prinzess Wilhelm* is regarded by the *Courrier de Saigon* as of political and historical importance. "It was but yesterday," says our contemporary, "that two men-of-war of His Imperial Majesty WILLIAM II., passing along the coast of Algeria, anchored in French waters for the first time since the war and received the most correct welcome at Oran and Algiers. To-day a German cruiser, the *Prinzess Wilhelm*, has come to Saigon to pay us, according to the official despatches, a visit of courtesy. Without exaggerating the importance of these two events, we must discern in them something significant and symptomatic. For a long time past there has been a happy improvement in the diplomatic relations between Paris and Berlin, and of all the nations that have 'assisted' at our moral recovery after the terrible trials of nearly thirty years ago, at the reawakening of our energy, at the cicatrization of our wounds, Germany has perhaps admired us the most." The *Courrier* goes on to bestow high praise on the "young and chivalrous" Emperor, whose accession marked the commencement of a new era, in which ideas of peace and of commercial prosperity are in the ascendant. Misunderstandings have disappeared, old quarrels have been made up, and if some Frenchmen still think only of the *revanche*, others foresee less tragic solutions and look forward to peaceful arrangements in a future perhaps not far distant. Our contemporary numbers itself amongst the latter and accords a most sincere welcome to "these adversaries of yesterday ready no doubt to become the friends of to-morrow." Reference is made to the Emperor's efforts in the cause of peace, mention being made in this connection of the exercise of his Majesty's influence in the Hispano-American war; and the "delicate attentions" that the French Government, diplomats, and navy have received from Germany since the decline of the BISMARCK policy are noted. "In times of national mourning the young Emperor's telegrams of condolence have always been the first to arrive." Perhaps the significance of that particular fact may be somewhat discounted by the consideration that the Emperor always tries to be first with his telegrams, whatever the occasion. It is, however, edifying to see the readiness of our French friends to at least accept the olive branch, and in the common interest of the world it is to be hoped that the *Courrier de Saigon* has read the signs of the times aright and that the old enmity is flickering out. Our contemporary concludes its article with the following aspiration:—"Let there be a further accentuation and fixing of

this current of sympathy between the two great and powerful nations of Germany and France, united already by their common devotion to so many beautiful things in the sciences, the arts, and the industries, and united also by their love of peace on earth." If France be really devoted to peace the outlook need occasion little anxiety. She has been the stormy petrel of international politics, and it is to her more than to any other Power that Europe owes the burden of the gigantic armaments under which it groans. But natural dispositions are not easily changed, and if France cemented a firm friendship with one strong Power it is to be feared that she would be only the more ready to pick a quarrel with others. She has long been in search of a friend and thought she had found one in Russia, but that union does not appear to have answered expectations, so now she is ready to bury the hatchet with Germany and enter into terms of amity with that Power. Should this new friendship become firmly cemented no doubt Germany would be able to exercise a wholesome restraining influence upon her neighbour, under which, the love of peace now so effusively expressed might become more deep-rooted and permanent than it may be suspected to be at the moment.

#### FLEAS AND THE CONVEYANCE OF PLAGUE INFECTION.

(*Daily Press*, 16th May.)

Local doctors are divided in opinion as to the means by which the plague bacillus gains access to the human system, one party holding that infection is contracted through the digestive tract and the other that the poison enters through abrasions of the skin. Now comes a French doctor and tells us that fleas are the chief medium by which the disease is propagated. We have seen it suggested before that infection by fleas was possible, but we now have the theory set out in detail and supported by experiment. Dr. SIMOND, a member of the French colonial medical service, was sent to India to investigate the plague and he has published his conclusions in the *Annales de l'Institut Pasteur*. It has always been observed that where plague has appeared it has been ushered in by a great mortality amongst rats. The discovery of the bacillus, we are told, enabled Dr. YERSIN to establish that rats and human beings succumbed to one and the same affection. Still, however, the mechanism of the contagion from rat to man, from man to man, and from man to rat remained unknown. It was supposed that the rat became infected through the digestive tract, by eating plague matter from human beings or the bodies of other rats that had died of plague. Dr. SIMOND, however, says that ordinarily one cannot succeed in infecting the rat, the monkey, or the squirrel by the ingestion of plague cultures or products, while inoculation with a trace of the virus suffices to give them the disease. Hence Dr. SIMOND was led to enquire if there was not a natural agent capable of introducing the bacillus directly into the healthy skin, and after much experimental research he concluded that there was such an agent and that it was the flea. In a healthy state the rat is not troubled with fleas, as it rids itself of them with great ease, but at a late stage of the plague it is generally covered with them. The fleas, gorged with the blood of the diseased rat, preserve for a certain time the bacillus of the plague in their digestive tract, and the

inoculation of a rat with the contents of their intestines produces the disease. Healthy rats or mice may be safely left in contact with plague stricken rats or their bodies if these have been cleared of fleas, but in the contrary case they contract the disease even though a grating keeps them from direct contact with the diseased animals. In the light of this etiology Dr. SIMOND reports a certain number of facts of a clinical order the interpretation of which was formerly almost impossible. The *Phlyctene précoce*, noticed as a frequent symptom in plague, marks the point of entrance of the bacillus, and it is always situated about the regions particularly exposed to the bites of fleas. It was known that the handling of rats dead of the plague was sometimes dangerous and sometimes inoffensive; it is now explained that the danger exists when the death is recent and the body covered with fleas; it is inoffensive, on the other hand, when the animal has been dead so long that the fleas have left it. The mechanism of the transmission of the plague being thus established, Dr. SIMOND deduces therefrom rational rules of prophylaxis against the disease, and these rules, we are told, have proved completely efficacious in all cases in which they have been applied. Here the summary from which we quote breaks off and we are left in ignorance of what these rational rules are. The theory advanced as to the manner of infection seems plausible to a lay mind; whether it will prove convincing to the doctors who have held that the disease enters by the digestive tract remains to be seen. Assuming it to be correct, however, the practical question is, how are fleas to be got rid of? It may be noted as at least a suggestive coincidence that the disease makes its appearance in this part of the world about the time of the year that the fleas become active and when all animals swarm with them.

#### INCREASED TAXATION.

(*Daily Press*, 19th May.)

Increased taxation is in the air. For our own part, we cannot admit the necessity, for the recently published financial returns show that the ordinary income of the colony is sufficient to cover the ordinary expenditure and to leave a small margin. No doubt the development and administration of the New Territory will involve considerable fresh expenditure, but it would be manifestly unfair to throw that burden on to the present generation of Hongkong taxpayers, who are not likely to derive much benefit from it. A good deal of money will have to be spent on permanent works, such as roads, piers, markets, sanitation, and so forth, and the most appropriate means of meeting expenditure of that description is by a loan, whereby the payment can be spread over a number of years and be contributed to by those who in future years will enjoy the benefit of the works. If, however, we are to have increased taxation, the question arises, in what form can it be best imposed? The house tax, burdensome as it is felt to be, falls with the most equal incidence on the whole community, European and Chinese, rich and poor, and if increased taxation there must be, possibly that would be the least objectionable form. The Hongkong correspondent of the *N. C. Daily News* has suggested a tax on alcohol, and certainly no one would dispute that that is a very proper subject for taxation, but it so happens that we have no means of collecting such a tax. We have no Custom-house, and when

it was proposed some years ago to establish a Spirit Farm the project was strongly condemned by the Chamber of Commerce, which body was able to adduce arguments sufficiently cogent to induce the Government to withdraw the Bill it had introduced into the Legislative Council. Light or tonnage dues are not to be thought of, as the prosperity of the colony is indissolubly bound up with the freedom of the port. There is, however, one means of raising revenue from shipping that we have heard suggested which might possibly carry with it the recommendation of establishing equity between the various shipping firms in a matter in which they are now subjected to unequal treatment. We refer to the allocation of berths and buoys. The payment now made for a buoy is a merely nominal sum, and no distinction is made between the different berths, some of which are worth many times as much as others. The suggestion is that the berths should be put up to tender, under which system the firms that now hold the best berths by courtesy or prescriptive right would either have to pay the full market value for the advantages they enjoy or give place to others who were willing to do so. We give publicity to the suggestion for what it may be worth.

#### SERVANTS REGISTRATION.

(*Daily Press*, 13th May).

In connection with the servants registration question and the letter from Mr. WILCOX which appears in another column, it must be admitted that one case in the Colombo Police Court would not in itself prove that the law in Ceylon had broken down, but when we find the Magistrate who tried the case expressing an opinion to that effect some weight must be granted to what he says. The case referred to in the article in yesterday's issue occurred towards the end of the year 1897. We regret that we have not the full report by us, but from a reference made to it in our issue of the 4th January, 1898, we find that the presiding Magistrate made the voluntary admission that he had himself three unregistered servants and said he believed everybody in Court had unregistered servants; he therefore imposed merely a nominal penalty. We should suppose that the Magistrate, by virtue of his position, would be a good authority on the question of whether the law was really operative or not. The fact, however, that the law has broken down in Ceylon, as it did in Hongkong, does not of itself prove that it is wrong in principle. The question divides itself into two, first, is registration desirable, and, if desirable, how can it be enforced? If we accept Mr. WILCOX's opinion that so few persons would voluntarily register their servants that it is idle to discuss the voluntary system, it follows that registration is desired only by a minority, and the majority might not unnaturally object to being coerced into compliance with the views of the minority. Assuming, however, that registration is desirable and that it is decided to pass a law making it compulsory, we come to the most practical part of the question, how can the law be applied? Merely placing an Ordinance on the statute book would be of little use unless steps were taken to enforce compliance with it. For this purpose it would be necessary to find out who failed to comply with the law and to prosecute them. This, as it seems to us, could only be done by appointing an officer to visit periodically every house where servants are employed, whose duty it would be to inspect the registration

tickets and see if they corresponded with the number and identity of the servants. In England, where education is compulsory, school attendance officers have to be employed whose business it is to ascertain what children there are in each house and whether they are sent to school. So in Hongkong, for the enforcement of a servants registration system, we would have to have registration officers whose duty it would be to ascertain what servants were employed and whether they were registered; otherwise the law would very soon become a dead letter, as it did before in Hongkong and as more lately it has become in Ceylon. Would the community welcome domiciliary visits of that character? Some perhaps, would not object; others might find in the inquisitorial procedure a fruitful cause of irritation. The late Bishop MAGEE, speaking on the drink prohibition question, said he would rather see England free than sober, and in Hongkong there are no doubt many who, on the same principle, would prefer to manage their domestic affairs themselves and take the chance of peculations on the part of their servants rather than be tied up with red tape. Assuming, however, registration to be decided upon and strictly enforced, would it accomplish the object in view? We doubt it. Registration would constitute no bar to a servant's leaving the colony, and when a thief saw his chance of getting away to Canton with his master's property he would not be deterred by the consideration that he would thereby forfeit his registration ticket.

#### AFFAIRS IN THE NEW TERRITORY.

##### SHAMCHUN AND KOWLOON CITY OCCUPIED.

The colony has been in a fever of excitement during the past week owing to the despatch of a military expedition, the object of which was undeclared. The greatest reticence was observed at head-quarters until that object had been successfully accomplished, when the reason for the withholding of information was explained. Shamchun and Kowloon City are now British and the bad faith of the Chinese authorities in connection with the taking over of the New Territory has been punished. We reproduce the reports from our daily issues in order that readers may be able to follow the developments of the week:

16th May.

Apparently things are not settling down so quickly in the new territory as it was anticipated they would do. Yesterday various rumours of a more or less alarming character were afloat. It was said that in consequence of the natives in the neighbourhood of Pat-heung having begun to look threatening 400 troops had been ordered to the mainland and that a couple of gunboats had left with sealed orders. When questioned the authorities were most reticent, pooh-poohing, however, the rumours which were afloat. It was evident, all the same, during the day that there was some ground for the reports that things were not so satisfactory as they might be on the mainland, for yesterday afternoon Colonel The O'Gorman left for Taipohu with some troops and the Volunteers were ordered to hold themselves in readiness. A concert which it had been intended to give in connection with the Welsh Fusiliers has been abandoned, as has also one announced to take place in the Volunteer Headquarters on Thursday night. Leave has been stopped in the garrison.

LATER.

As yesterday wore on it was more and more apparent that there was something in the wind. At the Commissariat Depot there was much busting, steam launches crowding the pier and being rapidly laden with stores and ammunition.

A mixed military force numbering close on a thousand men altogether went out. Of these

about 600 will land at Taipohu. Others will occupy Kowloon City, a couple of armed robberies which took place in the neighbourhood the other evening having made it evident that the Chinese authorities there cannot cope with any lawless characters who may find their way there. It appears that at about one o'clock on Saturday morning ten men entered a house at a village named Tseng Lau Shu, about three miles to the eastward of Kowloon city, and stole money and clothing to the value of \$500. One of the robbers was armed with a revolver, and the others were armed with swords. They burst open the door of the house, occupied by a farmer, and having secured the farmer and his family ransacked the place, and afterwards decamped with \$107 in money, clothing to the value of about \$400, and two receipts for land. On Sunday six men, the leader armed with a revolver and the others with Japanese swords, tied up the keeper of a temple inside Kowloon city, and stole \$22 in money. The keeper was tied hands and feet, and his queue was also tied up. One man has been arrested in connection with the outrage.

About 500 more troops will leave early this morning, and a naval force of some 500 men is also being got ready. It is believed the intention is to occupy Shamchun and the territory up to the range of hills beyond the boundary originally fixed.

#### MORE TROOPS AND GUNBOATS DISPATCHED.

#### THE VOLUNTEERS CALLED OUT.

#### KOWLOON CITY TAKEN

POSSESSION OF.

17th May.

In alluding to the recent disturbances in the new territory the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, said the other day it was doubtful whether the attitude of the Chinese "did not necessitate a careful re-consideration of our position." This was a somewhat vague expression to give utterance to, and there was much speculation at the time as to what would be the outcome. We are beginning to see the result now—probably sooner than we otherwise should have done in consequence of our new frontier being threatened by the rebels who have taken up arms against the Chinese Government in the province of Kwang-tung. Our position has been re-considered, and as the result of that reconsideration it has evidently been decided to extend the frontier so as to include the prosperous market town of Shamchun, and also to place Kowloon City under British jurisdiction. Those who knew the country strongly advocated the inclusion of Shamchun, whilst the provision in the convention allowing Kowloon City to remain under Chinese jurisdiction was generally looked upon in the colony as an act of imbecility, and therefore the new attitude of the Powers that be at home will give general satisfaction.

The great activity which has prevailed in military circles during the last few days is no doubt due to orders received from home. The old policy of entering into interminable negotiations with the Chinese Government has fortunately, apparently, been abandoned, for it would appear that having decided to have Shamchun and Kowloon City the home Government at once gave orders for these places to be occupied. Hence the activity among the troops. The rebels are reported to be in possession of Shamchun, and troops landed at Deep Bay were to march to clear them out. Then yesterday two more gunboats—the *Fame* and the *Firebrand*—left the harbour. Their destination was Tai-cham Bay, on which Sunon City (marked Hsing-Ngan on the map) is situated, and that place was also to be occupied.

The principal event of yesterday, however, and an event which caused much commotion in the colony, was the calling out of the Volunteers to take part in the occupying of Kowloon City. It was about eleven o'clock in the morning when the Volunteers got word to assemble at Headquarters at one o'clock. The order was obeyed with alacrity, considerably over a hundred putting in an

appearance. A couple of seven-pounders and two machine guns were got out, the rest of the members of the corps acting as infantry. At two o'clock, under the command of Captains Chapman and Sanders, they marched down to the Commissariat Pier, taking with them an ambulance squad in charge of Bombardier Nobbs and accompanied by Surg-on-Captain Lawson. At the pier several launches and a junk were waiting, and the Volunteers got aboard, together with about 150 men of the Welch Fusiliers, a few Royal Engineers, and about half-a-dozen Chinese sappers, the last-named taking with them a flagstaff for erection in the new acquisition. Though the descent on Kowloon city had been kept very quiet, the inhabitants seemed to have got wind of it, for as the launches neared the landing place opposite the Police Station (latterly Customs House) it was seen that the beach was crowded and that people were also congregated on some of the adjoining hills. On landing the troops formed up on the square in front of the Police Station and when the guns had been got ready the march was begun, some men being left to guard the pier. These naturally had a somewhat dull time of it, and when their comrades returned and gave a glowing account of the outing they had had the men who had been told to stay behind grumbled at their fate in not being allowed to go forward.

The march to Kowloon City was made by two or three routes, the troops being split up. The Fusiliers, with Colonel Mainwaring (in command), Major Prendergast, Captain Superintendent May, and other officers went first, and as no one had any idea what sort of a reception would be accorded the troops a sharp look-out was kept as the narrow stinking lanes were passed through and the corners were turned. No obstacle was, however, experienced. The natives, evidently much impressed by the display, mostly kept indoors, leaving the whole of the streets to the troops. The latter were not sorry when they reached the paddy fields, as the open sewers which ran down the centre of the streets were filled with stagnant dirty filthy water which gave out an odour which caused not a few of the not over-fastidious Tommies to apply their handkerchiefs to their nostrils. On reaching the walled city the troops found the gates open as usual and hardly a soul was to be seen. Colonel Mainwaring hunted out the Mandarin, and told him what he had come to do. The Mandarin listened to what he had to say and then practically told him he could do what he wished, as he was powerless in the face of such a force. He seemed anxious, however, to be left alone and to be seen as little as possible during the proceedings, and his wish was respected, no attempt being made to make a show of him.

The next thing to be done was to collect all the arms in the place. A couple of magazines, each in charge of a solitary old man, were visited. The doors were broken down and the contents piled up in an open space. And a miscellaneous assortment of articles there was, too! There were a few decent rifles, but the majority were of an antediluvian character, and not only were they old, but they were thickly covered with rust. Several gingals were unearthed and some cannon similar to those captured beyond Taipoo recently, together with a number of old rusty pistols. Box after box of ammunition was brought down by the men, who also brought out spears, rusty swords galore, bows and arrows, war flags, and soldier's uniforms. We understand that it is intended to forward all the stuff collected to Canton.

At about five o'clock the troops formed up behind the wall overlooking Kowloon Bay preparatory to the flag hoisting ceremony. The flagstaff had been erected near one of the embrasures. The troops presented arms, a royal salute was fired, and the good old Union Jack, hoisted by Major Prendergast, was soon floating in the breeze.

Up to now hardly any of the inhabitants of the walled city had been visible, and accordingly the soldiers were sent to scour round for them and bring them up to the scratch. This was a work which both the Fusiliers and the Volunteers enjoyed hugely. Some of the natives who evidently knew that no harm was meant to them came

forward willingly enough and seemed to enjoy the fun as much as any one, whilst others who perhaps had not had so much to do with Britshers come forward with fear and trembling, their fears being increased by some of the troops mischievously shaking their heads ominously and drawing their hands across their throats. All, however, soon recovered confidence, and when told that they could go hung about in a way which showed that any fear of injury which they might have had at one time had left them. There were no signs, however, of any Chinese soldiers. No doubt many of them were dressed as civilians and were among the crowd collected together.

At about six o'clock the Volunteers and some of the Fusiliers started for home, about 100 Fusiliers being left to garrison the city, and the Commissariat Pier was again reached at about seven o'clock.

The trip was immensely enjoyed by all who took part in it. The force was a fairly formidable one—such a force as many of the inhabitants of Kowloon City had never seen before, and they could not fail to be impressed by it. Both the Regulars and the Volunteers looked smart and workmanlike, and were altogether a body of men who did credit to the flag.

#### SHAMCHUN OCCUPIED.

#### KOWLOON WALLED CITY CLEARED OUT.

18th May.

We are officially informed that the object of the military expedition on the mainland has been quietly effected and that consequently the majority of the troops will be back shortly. What the object of the expedition was has never been clearly stated, but we presume it was to take possession of Shamchun and Namtau, in addition to Kowloon walled city, all of which place have been occupied without opposition.

As a precautionary measure the inhabitants of Kowloon walled city have been cleared out. They left in junks at about one o'clock yesterday, making for a place in the neighbourhood of Swatow. There was quite a scene when they were embarking. They took with them as many of their household goods as they could carry, and what with squealing pigs and bawling children there was a lively time.

Major-General Gascoigne and Major Prendergast went over to the city yesterday afternoon.

We notice that a British gunboat is anchored in Kowloon Bay.

#### OFFICIAL VERSION OF THE OPERATIONS.

19th May.

The majority of the troops engaged in the expedition to the mainland have now returned and we are by this time in a position to lay before our readers the official version of how the expedition came about and how it resulted. We have already stated that when the preparations were being made the greatest secrecy was maintained by the authorities, who declined to give any information, and in consequence we were obliged to content ourselves with intelligence about the correctness of which we were not absolutely certain. The object of the expedition having been accomplished the need for secrecy has disappeared, and the authorities are in consequence more communicative.

It having been established beyond a doubt that the hands of the Chinese officials were by no means clean in respect of the disturbances which took place on the taking over of the new territory, the home Government determined to mark their sense of the duplicity of the Chinese in a suitable manner, and orders were accordingly issued to the military authorities here to seize Kowloon walled city and Shamchun. For humanitarian reasons it was desired that bloodshed should be avoided if possible, and it was accordingly directed that the preparations should be conducted with the greatest secrecy and that a force sufficiently overwhelming to show the futility of opposition should be employed. It was known that no great opposition was to be

expected at Kowloon walled city, and therefore but a small force was sent there, under Colonel Mainwaring, on Tuesday, though it was amply sufficient to cope with any obstacles which might be placed in its way. This force, as our readers will be aware, was composed chiefly of Royal Welch Fusiliers and members of the Hongkong Volunteer Corps, and numbered about 350. It met with no opposition whatever, and most of the men returned in the evening, some 50 or 60 being left to garrison the place. The following day the inhabitants were cleared out and set sail in junks for a place in the neighbourhood of Swatow.

Major-General Gascoigne was anxious, however, to make such a display of force at Shamchun that all idea of opposition would be abandoned, and he was also anxious to make the descent on the city still more effective by coming upon it simultaneously from three different routes in three different bodies. Therefore he arranged to send two columns of his own men and get a column of blue-jackets to cooperate with him. The Naval authorities acceded to his request with alacrity and the sailors worked with the landmen admirably, as they invariably do.

The first lot of troops to leave was composed of 500 men of the Hongkong Regiment, who, under the command of Colonel The O'Gorman, left for Taipoo on Monday afternoon. The same evening a Naval Brigade of 500 men, under Captain Clarke, set out for Starling Inlet (Mirs Bay). The Pathans bivouacked at Taipoo for the evening. The following morning the General and a force about a thousand strong set sail for Deep Bay, and ultimately landed at Shatoo. The water being very shallow it was a work of the greatest difficulty to land such a body of men. Many of them had to wade for over a mile up to the waist in water. Admirable order was, however, maintained, and had this not been the case the landing could never have been effected so successfully as it was. The march on Shamchun was commenced without loss of time, and the three different bodies—that from Deep Bay, that marching up from Taipoo, and that coming from Starling Inlet way—arrived at Shamchun simultaneously. The place was taken completely by surprise, but the inhabitants apparently were not averse to the British occupation, seeming in no way disconcerted by the arrival of the troops.

Before entering the city Major General Gascoigne hoisted the British flag, a Royal salute was fired, the troops presented arms, and the General delivered an appropriate little speech. There were about 300 Chinese troops in the city and the officers came and surrendered to the General. They then accompanied him into the Armoury, which he ordered to be cleared out. The arms brought forth included about 200 of a very good class of rifle, various kinds of swords, and a great deal of ammunition.

The troops were very much exhausted by their march. The weather was exceedingly hot, and some of them had come a long distance. Accordingly the General ordered a bivouac for the night.

The following morning the General issued a proclamation, saying that the district was now under the Queen's dominion, that justice would be done to everybody, that the inhabitants were no longer to pay any taxes to Chinese officials, and that if any Chinese officials came to them for taxes they were to report the matter to the officer commanding the troops.

The troops stood the work very well, there being only five cases of slight sickness among the whole camp. The sailors came back the following morning and the General brought back with him a portion of the troops, leaving amply sufficient, under Colonel The O'Gorman, to look after the place.

The regular general meeting of shareholders in the Nippon Yusen Kaisha will be held about the 26th inst. From Japan papers we learn that the last half-year is considered unsatisfactory. The returns from the foreign runs are good, but the coasting service shows a great falling off, due to the general depression in trade. The dividend proposed will be at the rate of 8 per cent. per annum.

## AFFAIRS IN THE PHILIPPINES.

## THE STORY OF THE PEACE NEGOTIATIONS.

## OTIS FAILS TO AGREE WITH AGUINALDO.

## GENERAL LUNA WOUNDED.

[FROM OUR CORRESPONDENT.]

Manila, 8th May.

The events of the last fortnight have marked out a place for themselves in the history of the insurrection. Two of the largest and most strongly fortified cities in the enemy's country have been taken with convincing ease and rapidity, and envoys of Aguinaldo have twice visited General Otis with the object of obtaining a suspension of hostilities.

Just after the Rio Grande trenches at Calumpit were taken two Filipino officers entered the American lines and, after identifying themselves to the satisfaction of General McArthur, they were escorted to Manila. The officers were Colonel Arguelles, who is General Luna's chief of staff, and Lieut. José Bernal, an aide. On reaching Manila they were taken before General Otis, and stated that they came from the Commander-in-Chief of the Philippine army, General Antonio Luna, who asked for a suspension of hostilities for a period of three weeks, during which time it was proposed to hold a congress, receive delegates, and in general ascertain the opinion of the people concerning the question of war or surrender.

General Otis promptly put his foot down on the whole matter, refused in the first place to recognize the existence of a Filipino Government, and then told the delegates that the only negotiations possible were those which would concern an unconditional surrender. After the interview the officers were taken in hand by Mr. Schurman, the President of the Commission, and two hours were profitably spent in explanation and common sense argument. Arguelles gave the impression that his people were tired of fighting and practically admitted that they were on the wrong end of the game, but his main difficulty was how to stop it all and still uphold the dignity of his proud people, "You see," said Arguelles, "if it were only possible to grant us time to hold our congress and get an expression of opinion and draw up resolutions and so on we could easily manage to arrange an official way of stopping the trouble and surrendering with full dignity; but this thing of surrendering and laying down our arms first with a hope of negotiation afterwards, we simply can't entertain." President Schurman reviewed the advantages of an early surrender both in view of the present situation of the Filipinos and the consideration that would be extended toward them in the future. By laying down their arms now, it would be possible for the native leaders to assist in the framing of a Government, and suggestions which they might make were assured of favourable consideration. Thus the situation was reviewed, and Colonel Arguelles, who is an intelligent man, was greatly impressed, but the next day he joined his colleague and was given safe escort to his own lines.

The town was in a fever of excitement over the visit, and natives crowded out of their doors, and carromata drivers twisted their heads around the corners of their traps, making a dozen tangles and snarls in the Escolta traffic, just to catch a view of the two men dressed in striped white and blue uniforms and straw slouchhats who were driving with A.D.C. Sladen.

Speculation began and bets flew round and became the principal topic in the saloons. Were they prisoners, Aguinaldo, Luna, Sandico, or had they come in for surrender? At last the latter idea became noised about and by seven o'clock half Manila believed that the war was over, the homesick volunteers were betting two to one that they would be on a homeward bound transport within ten days, and people in general began to celebrate. The daily papers appeared and helped along the good work, but as the days passed and fighting continued the commissioners were quickly being forgotten. Three days later Arguelles again appeared, with Captain

Audava, and was taken before General Otis. This time the proposition was more impossible than the first, as the commissioners asked in the name of Aguinaldo a suspension of hostilities for three months throughout the entire archipelago. It did not like long for Otis to convince them that they had made a mistake and must confine their reasoning to a matter of surrender. However, after a long conference the condition of affairs remained unchanged and the commissioners returned. The day after they had entered their lines again, General McArthur made an advance of some four miles and captured Santo Tomas, killing several natives and causing the seat of government to make a hasty move several miles further up the railroad. The same day General Lawton routed a large force of the enemy a few miles east of the railroad. This was followed up by the capture of San Fernando, a city which has long been a boasted Filipino stronghold.

It is believed that General Luna was severely wounded in the fight at Santo Tomas, as all the prisoners tell similar stories.

In the meantime it is possible that the peace makers may return again with a new proposition, but the fighting still goes on.

## NEWS FROM SAN FERNANDO.

San Fernando has proved to be the most comfortable place the men have occupied since leaving Manila. A large number of the troops live in houses, well protected from sun and rain, and many of the officers' quarters are better than those enjoyed in Manila.

The inhabitants undoubtedly left the place on short notice, for the houses are, or were, almost intact, scarcely anything being taken away, even horses being left behind. Some very funny things are to be seen about the streets—black swallow-tail coats and stove-pipe hats walking about on pairs of brown campaign trousers and leggings and occasionally a pair of big black army boots sticking out from under a striped gaudy shirt. The people of San Fernando evidently lived well, for their houses show the signs of wealth and more than the average Filipino culture.

Shortly after the occupation a big Chinese vino joint was discovered, and ten minutes after it had been noised about that several large casks were full the joint was crowded. Before long the matter came to the ears of the provost marshal, who caused the casks to be opened, so the story runs, and allowed the stuff to flow to the river. Canteens were quickly produced and a fair percentage was caught before it reached the river.

It has been found impracticable for the baggage trains to operate during the hot hours of the day; and night travelling is being tried as a substitute. The day before yesterday two balls died from exhaustion and heat between Calumpit and San Fernando. To-night about dusk a long supply train will leave Calumpit and follow the wagon road to San Fernando, which is expected to be reached about one o'clock the following morning.

There has no fighting of note since the occupation, though large numbers of natives are massing near Bacolar.

## CHANGES ALONG THE RAILROAD.

A special train brought three companies of the 3rd United States Infantry to the Bagbag River yesterday afternoon. From this place they marched to Calumpit, where they relieved the Iowa men, the latter having been ordered to strengthen the force at San Fernando.

Late in the afternoon three companies of the 9th United States Infantry went out to Caloocan to fill the gap left by the 3rd Infantry.

The road is now well protected as far as Calumpit, but from there on no soldiers are stationed until San Fernando is reached.

## FILIPINO GOVERNMENT CHANGES.

Latest news from the Filipino headquarters is that Aguinaldo has had to dismiss his right-hand man, Mabini, from the position of president of the council, and has got Dr. Joaquin Gonzales, a very moderate and liberal minded man, to form a new ministry.

Paterno is in high disfavour. His life is threatened.

This is considered to show that the anti-American feeling is weaker than it was, and the war sentiment is losing its popularity.

The chief portion of the rebel army is concentrating towards Cabanatuan, with the idea of taking refuge in the Irriga hills.

Mabini, if out of office, may still exercise dangerous influence.

Nothing can stop the split between General Luna and Mascardo.

The American river boats, which cleared the country up to Guagua yesterday are establishing a base of operations there to-day. San Fernando is to be the base for the wet season.

## A QUARREL BETWEEN THE LEADERS.

News has sifted in through the lines that Generals Luna and Mascardo have had a severe quarrel which concerns not only themselves but their respective armies. The trouble is an old standing affair, but for some time matters were peaceful as Luna was busy at Calumpit, while Mascardo's headquarters were Bacalar. However, as Luna was driven out of the trenches, he fell back to Santo Tomas and San Fernando, which latter place is close to Bacalar. After Luna was wounded he retired to Angeles, taking many of his troops with him. Mascardo was thus left in a position to face the Americans at San Fernando, an opportunity of which he quickly availed himself. Friends of both parties have tried to heal the breach, but apparently without success.

At present certain "spheres of influence" may be said to exist. Mascardo rules on the left of the railroad, this is between the road and the sea end, and controls the important town of Bacalar, while Luna commands the district between the road and the mountains.—*Manila Times*.

## SUPREME COURT.

15th May.

## IN ADMIRALTY JURISDICTION.

BEFORE HIS HON. W. M. GOODMAN (ACTING CHIEF JUSTICE), WITH COMMANDER W. C. H. HASTINGS, R.N., NAUTICAL ASSESSOR.

## WING FAT CHOY V. CALLAGHAN.

His Lordship delivered the following judgment:

This is a suit brought by the owner of the fishing junk Kwong Loong Tai, licensed No. 3346, against the Commander of H.M.S. *Hermione*, claiming damages for the loss of the plaintiff's junk, occasioned by a collision between the *Hermione* and the junk, which occurred shortly before 1.30 a.m. on the morning of 7th March, 1899, on the high sea, off Chilang Point on the coast of China. The plaintiff also claims damages for the loss of his wife, his two sons, aged respectively eleven and three, and his daughter, aged five, who were, unfortunately, drowned by the capsizing of the junk, which was lost owing to the collision.

At the time of this collision, H.M.S. *Hermione* was on a voyage from Wei-hai-wei to Hongkong and, according to the defendant's preliminary act, was about 70 miles from Hongkong in a north-easterly direction. The night was fine and clear but very dark, as no moon or stars were visible. The defendant gives the direction of the wind as about S. W. while the plaintiff says it was E. S. E. but, in any case, it was very light, not exceeding force one. The *Hermione* was steering South, 62 degrees West, and going at a speed of 10 knots an hour, 12 knots being her ordinary economical speed and 18½ knots her full speed. She was carrying all the proper lights, the white steaming light being 60 feet above the deck and the side lights placed 30 feet above the water. The lights were electric light. According to the case for the *Hermione*, the junk was not seen till she was about 30 or 40 yards distant, about one point on the starboard bow, when the collision was inevitable although the engines were stopped and reversed. Ten knots an hour means, roughly, a thousand feet a minute, so that the junk was not seen till some few seconds before the collision and all that could be done was to avoid striking the junk stem on by putting the helm hard a-starboard. As regards the junk, she was a licensed two-masted fishing junk about seventy-five in length and of a little over a thousand piculs cap-

acity. She had left Chilang Point about 5 p.m. on the 6th March and, in company with another junk which I will hereinafter refer to as the "consort junk," owned by the plaintiff's father, was proceeding in a southerly direction to the fishing ground which lay south of the Point and ordinarily took some twenty-four hours to reach. There were also some thirty other junks which left Chilang Point the same evening for the fishing ground. On board the plaintiff's junk were sixteen people in all, including the plaintiff, viz., his wife, two sons and a daughter, his younger brother and his wife and daughter, Leung Shap Ng the helmsman, Chun A Fun the assistant helmsman, and six other Chinese seamen.

Of these, three, namely, the plaintiff and two of the seamen named respectively Cheung Ut Kwong and Chun Yau Tai were saved by the *Hermione's* boats, while the wife and daughter of the plaintiff's younger brother were picked up by the consort junk. The rest of the occupants of the junk appear to have been drowned. It is admitted that after the collision those in charge of the *Hermione* stood by, turned on the electric light, and did everything that could be done to save life and render assistance and took the plaintiff and the two surviving seamen on board, treating them kindly and bringing them to Hongkong.

The two-seamen who were saved appear to have been the men who were on watch on the junk at the time of the collision. Cheung Yau Tai being the man at the bow and the other the man on watch at the stern. They gave evidence that they saw the white light of the *Hermione*, on the port side of the junk and then, about three minutes later, her red and green lights and that, in another three or four minutes, the red light disappeared and immediately afterwards the collision occurred, capsizing the junk, the *Hermione* striking her forward of the main mast on the port side.

It would seem that the junk people saw the steamer more than a mile away. In the plaintiff's preliminary act, indeed, it is stated they saw her two or three miles off, bearing about E N.E.

Now, it is evident that, if the junk had a proper light, such light ought to have been seen by those on watch on the *Hermione*, because Lieutenant Davidson, the officer in charge of the fore-bridge of the *Hermione*, states in his evidence that, at the time of the collision, there were two junks showing lights half a mile off. He also states that had the light been reported to him half or three quarters of a minute earlier he could have avoided the collision.

It becomes very important, therefore, to ascertain whether there was a proper light on the junk besides the lamp they had on the deck at the hatchway for the purpose of lighting the people on board, which appears to have been the only light seen by those on board the *Hermione* immediately before the collision. On this point we have, first, the evidence of the plaintiff, who stated that he was called that night as usual at one a.m. by the assistant helmsman and that the light at the stern was then, and also at the time of the collision, burning brightly, suspended on a pole seven or eight feet high situated amidships on the taffrail, in all some twenty-three English feet above the water. He stated that the light consisted of a lamp of foreign (i.e. not Chinese) make, about one foot seven inches high and eight inches in diameter, having a round wick, and burning kerosine oil. He also stated that the glass was clean, having been that very evening cleaned by Chan A Chun, one of the men who were drowned. Next, we have the evidence of Chung Yau Tai, the man on watch at the bow at the time of the collision. He said "we had two lamps burning, one at the stern and one at the main hatch. That at the stern was a foreign-made lamp, suspended on a pole eight feet in height. At the time of the collision both lights were burning brightly."

He said also that the lamp at the stern was, he thought, a little more than a Chinese foot (fourteen inches) in height and some seven inches in diameter, though he had never measured it, and that the object of suspending that lamp at the stern was to warn vessels passing and repassing and attract their attention. The next witness, Cheung Ut Kwong was the man

on watch at the stern of the junk. He stated that at the time of the collision there were two lights, one a lamp at the main hatchway and the other "a lamp hoisted pretty high up at the stern" both of which were alight. The testimony, therefore, of the only three male survivors of the collision who were on board the plaintiff's junk is explicit enough, and their evidence is corroborated by that of the Master and the helmsman of the "consort junk." The Master, who is the plaintiff's father, stated that his junk was some two hundred and fifty yards astern of that of the plaintiff and on her starboard quarter, that his son's junk had a visible light but that at the time of the collision the stern light of his son's junk disappeared and then the steamer's search light was turned on. This evidence is corroborated by that of Wong Mi, the helmsman, who stated that he could see the light on the plaintiff's junk, which was 200 to 240 yards away, and that she had two lights which were visible from the "consort junk." Moreover, it is difficult to understand how the consort junk could have kept so closely in company with that of the plaintiff unless there had been some clearly visible light to guide her, for it must be remembered the night was so dark that, according to the evidence of the defendant's witnesses, the junk itself and its sails could not be seen as much as forty or fifty yards off. That the consort junk was in company is clear from Captain Callaghan's evidence, who, just after the collision, saw her light on the starboard quarter of the *Hermione* and noticed that she took part in rescuing the survivors. As there was hardly any wind she could not have come far in so short a time. As against this body of direct testimony, there is only the inferential evidence of those on the look out on board the *Hermione*, who stated that they must have seen the light at the stern if it had been there. It is possible, however, that their attention might not have been directed to the exact spot where the junk's light was until it was too late to avert the collision; for several lights had been reported on both sides of the *Hermione* almost immediately before. On the whole, the evidence of the plaintiff's witnesses was not very materially shaken by the able cross examination of the defendant's counsel, and I, therefore, find that the plaintiff's junk did carry a stern light as he alleges. I do not see how it could have been obscured by the junk's sails, for the after-leech of the mainsail was some 8 feet from the post on which the stern light was suspended and the nautical assessor agrees with me that, considering the relative positions of the vessels, the sails could not have intervened. I am therefore of opinion that the light ought to have been made out by those on board the *Hermione* in time to have avoided the collision.

It is clear that, by Article 20 of No. 1069 of the Queen's Regulations and Admiralty Instructions. "When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel." In this instance that Regulation was not complied with.

There is another matter in this case to which I desire to allude. Lieutenant Davidson stated in cross-examination, amongst other things, as follows:—"We had been passing junks all the evening and had been pretty close to some of the junks without lights; narrow escapes from collision," and he admitted that "we knew we were in waters crowded with junks, some with and some without lights."

I have asked the opinion of my nautical assessor as to whether, in such circumstances, it would not have been more prudent to have slackened the speed of the *Hermione* to less than ten knots until she had got clear of the fishing fleet and surrounding junks. He informs me he considers that such would have been the right course to have adopted, especially having regard to the extreme darkness of the night.

In all the circumstances I hold, therefore, that the *Hermione* is to blame for this collision and that the plaintiff is entitled as regards the first item of claim in the writ to have an account taken of his damages in the usual way.

As regards the second item of claim, namely, that arising from loss of life, this appears to be based on Ordinance No. 3 of 1889, known as

"The Compensation to Families Ordinance, 1889," which is, in the main, identical with Lord Campbell's Act in England. There is, however, a provision in the local Ordinance that, where the suit is tried without a jury, the Court may give the damages which by the English Act would have to be given and apportioned by a jury. The joinder of a claim of this sort to the ordinary claim for ordinary damages for collision such as the Court, in its Admiralty jurisdiction, is accustomed to have assessed by the Registrar and Merchants, is somewhat inconvenient and unusual in this Colony. In the case of the *Orwell*, Law Reports, 13 Probate Division, p. 80, it was decided that where an action for damages under Lord Campbell's Act was commenced in the Admiralty Division and no application was made to transfer the cause to any other division, and interlocutory judgment was signed for the plaintiff in the absence of a statement of defence, the damages could not be sent to be assessed by the Registrar and Merchants but that a writ of inquiry must go for their assessment by the sheriff and a jury. This was owing to the requirement of Lord Campbell's Act as to the functions of the Jury. Here, as the case is tried without a jury, I have power to discharge their functions, and I must consider the facts and the principles upon which damages are to be assessed under Lord Campbell's Act. No damage can be given for "the mental suffering of the survivors." See Mayne on Damages, 5th edition, p. 515; nor can damages be given "in respect of funeral expenses or mourning" (Mayne p. 518). The question is what pecuniary loss did the plaintiff sustain by reason of the death of his wife, aged 28, and his three little children. The wife's services may have been of value to the plaintiff; those of the little children, the youngest being three years of age, cannot have been of much pecuniary value. To save the parties the expense of a jury I will, in this case, assess the damages for loss of life, which I do at the sum of \$150. But in future claims of this sort should be brought in the "ordinary" jurisdiction of the Court. No question of apportionment arises, as the plaintiff is suing for himself alone.

The plaintiff is entitled to the costs of this suit.

Mr. Slade (instructed by Messrs. Johnson, Stokes, and Master) for the plaintiff. Mr. Robinson (instructed by Mr. H. L. Dennys) for the defendant.

#### IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR W. M. GOODMAN  
(ACTING CHIEF JUSTICE) AND A  
SPECIAL JURY.

#### HUGHES V. CHATER AND MODY.

In this case (adjourned from the previous day) William Kerfoot Hughes was plaintiff and the Hon. C. P. Chater, C.M.G., and (by order of the 15th February, 1899) H. N. Mody defendants. Plaintiff's claim was for:— "(1) The sum of \$24,506 22, being the balance due from defendant to plaintiff on the 30th day of June, 1896, upon various accounts which have been recently stated and settled between them; (2) Interest on the said sum of \$24,506 22, from the said 30th day of June, 1896, until payment or judgment at the rate of 3% per centum per annum calculated with half-yearly rests."

The following composed the special jury:— Messrs. C. W. Dickson, Paul Witkowski, S. Hancock, A. J. Gomes, H. A. Ritchie, A. H. Rennie, and E. W. Mitchell.

The Hon. H. E. Pollock (Acting Attorney-General), instructed by Messrs. Johnson, Stokes, and Master, appeared for plaintiff, and Mr. J. J. Francis, Q.C., and Mr. Manuk, instructed by Messrs. Deacon and Hastings, for defendants.

Evidence on behalf of defendants was resumed.

J. M. de Graca said he was in the employ of Mr. Mody as bookkeeper and general clerk. He had been in the employment of Mr. Mody in these capacities since March, 1888. He had made up the accounts between Mr. Hughes and Mr. Mody from the 30th June, 1888, to the 23rd August, 1888. The statement produced was made out by himself and was quite correct. He made out the statement produced with reference to Punjum Shares. He made it out

from Mr. Mody's books. There was in Mr. Mody's ledger an account produced showing correctly the balance of shares in hand on each of the dates given on the paper.

Witness was closely cross-examined by Mr. Pollock as to the accounts.

Mr. Pollock, in his address on behalf of plaintiff, said it seemed almost altogether inexplicable how, if this alleged agreement really existed, defendants did not set it out in the correspondence, and he asked the jury to draw the inference that this alleged agreement was an afterthought. Then if this agreement existed why was it not set out in the first answer filed by defendant Chater. Simply and solely because he had never heard of such a thing, because it was a new idea, an idea invented by men who found themselves in a desperate straight dealing with the question of the stated and settled accounts. Mr. Pollock argued that the dates dealing with them in the amended answer did not correspond with the dates and statements contained in the original answer of defendant Chater. The jury would find in the amended answer two entirely different dates. They had in fact in the amended answer a departure from the original answer, the object being to endeavour, as he had before submitted, to bolster up a weak case. It seemed obvious that defendant or his legal advisers must have considered that these statements of account mentioned in the original answer of defendant Chater were not proof enough and therefore they endeavoured to introduce two separate statement of accounts, one on the 30th June, 1887, and the other 30th Sept., 1887, about which not one single word had been put in the original answer filed by defendant Chater. When the jury came to consider the evidence they would see that so far from strengthening the case of the other side the new matter weakened it. As to the evidence furnished by the other side with regard to the alleged statement of accounts for the 30th June, 1887, defendants based their allegations under two heads—first of all they relied upon the document put in called exhibit A and secondly they relied upon the alleged fact of their having sent brokers' notes and vouchers to Hughes. Taking the second point first, what evidence had they upon that point? They had no evidence whatever that any brokers' notes of any kind were sent to Hughes. They had two brokers' notes produced by the other side, and the fair inference from these two brokers' notes being in the possession of Chater and Mody was that other brokers' notes remained in their possession. Mr. Hughes would tell them most emphatically that the true state of affairs was that the 4,250 Punjoms and the 735 Kowloons were to be carried for him and not to be sold, and in connection with this matter he would ask them to carefully consider the statement of Punjom shares. They saw it was absolutely necessary for Chater and Mody in attempting to set up this sale, instead of carrying these shares, to show that on June 30th, 1887, they had 4,250 Punjoms and 735 Kowloons, and that after that date the number became less and less. Mr. Pollock contended that the only evidence as to the sale of the shares brought forward by the other side was that of Mr. Mody. Mr. Chater's evidence on the point being merely hearsay, and he further contended that Mr. Mody's evidence was inconsistent with what was said by Mr. Chater and what was said by his learned friend Mr. Francis.

The further hearing was adjourned until ten o'clock the following morning.

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Mr. Pollock concluded his address on behalf of plaintiff.

Plaintiff then gave evidence. He said he first started business in Hongkong in 1864 and continued to do business in Hongkong up to the first of January, 1887, when he gave up all business and transferred the management of his own business, including the management of the Wanchai Godowns, to his brother Jones Hughes. The capital of the Hongkong and Kowloon Wharf and Godown Company was \$1,700,000. He was one of the vendors and got 1,147 shares and between \$1,500 and \$1,600 in cash. He deposited 147 of these shares as security with Mr. Chater for some money lent him, and the

remaining 1,000 were delivered to witness and deposited in the Hongkong and Shanghai Bank. During April, 1887, he began to speculate in Kowloons, buying largely forward for the end of June and the end of September. He bought about 5,000 Kowloons forward for the end of June and about 2,000 for the end of September. He also sold some shares forward for June and September, but his purchases were much greater than his sales. The book produced showed all his forward purchases and sales for June and September, 1887. It was in the handwriting of his clerk Appenes. He began to purchase on the 18th of March. Witness detailed his purchases for June and September, 1887. Mr. E. L. Woodin agreed to take up 1,000 of these shares, but he only took up 500, as he thought the shares were going to have a considerable drop. Mr. Woodin said his reason for thinking this was that there was a certain influence in the market which would cause a fall. Mr. Woodin further said he had heard that Mr. Mody had been denouncing the speculations, and that Mr. Mody had told him he could get the shares cheaper. A few days after this conversation he got the letter produced from the manager of the Hongkong and Shanghai Bank stating that he could not pay his cheque for \$70,000. This letter was dated April 27th, 1887. It occurred to him on the 24th or 25th April that he was cornered in connection with these shares and that he might have some difficulty in clearing. On looking up his contracts he found that Mr. Mody had sold him four-fifths of his purchases forward in Kowloons and about one-half of his purchases in Punjoms for June and September. He endeavoured to sell with a broker, but was not successful, the man who took up a few for December absconding. After considering the matter he thought the best way for him was to approach the principal seller, Mody, with a view to his taking back a portion of the contract at a fair reduction before the market had declined materially. This Mr. Mody declined to do, saying that the contracts would have to take their course. He urged Mr. Mody to take them—to take them at a reduction or finance them—and ultimately Mr. Mody suggested that he should go and see Chater. This conversation took place on the 29th or 30th April or the 1st or 2nd May—somewhere about that period. Two or three days afterwards witness went up to a big tiffin at Mr. Chater's. He remembered it because he felt disconsolate and miserable and all the others were enjoying themselves. On the way down from tiffin he broached the subject to Mr. Chater. He told him he would not be able to take all his shares up, that Mody had referred him to him, and would he assist him. Mr. Chater asked him what he was prepared to give in the shape of security, and also asked him to let him have a list and that he would talk to Mody about the matter. He had no recollection of any further communication with Mr. Chater on the subject. Mr. Mody met him in the street two or three days afterwards—early in May—and referred to his contracts, saying they were willing to take up his contracts provided he would sell 1,000 or 1,500, as the amount was too heavy for them to finance without outside assistance. Mr. Mody further said perhaps they would be able to get D. E. Sassoon to take some quietly in the market. This was agreed to, and he considered that Messrs. Chater and Mody were to take the surplus. Later Mr. Mody came to him—met him in the street—and asked him to change and to sell a thousand of each for each date. He agreed to this. Then Mr. Mody told him it would be more convenient to them to have these 4,000 shares cleared for the 30th of June. The next move was when Benjamin came to him and said 1,000 Kowloons had been arranged for with David E. Sassoon. His clerk made an entry in the contract book to that effect. Benjamin did not bring any contract note for these 1,000 shares but stated that 1,000 more had been arranged or were about to be arranged for June, as he understood, with Sassoon. Benjamin next brought him a contract for 2,075 shares with Mody as the buyer. He mentioned casually that it was arranged for 2,000 only and Benjamin said it was 2,075. His clerk altered the 1,000 in his contract book and finally made it into 2,075. These alterations appeared in his contract book. He heard Mr. Mody and Mr. Chater give their evidence.

It was not true that the agreement to finance him was not entered into until June. These sales were in part fulfilment of the agreement.

Mr. Pollock—What was the arrangement come to between you and them with regard to their carrying through the June and September settlements?

Witness—The arrangement was that I was to sell these shares and I was to hand to them the securities, they to fulfil all my contracts and carry the surplus shares, charging me seven per cent. interest.

Mr. Pollock—Was it part of the agreement that they should be at liberty to sell or dispose or make use of those taken up by them for you until redemption or to in any way deal with such shares for their own use and profit?

Witness—No.

Mr. Pollock—What about this red ink statement, can you remember when it was made out?

Witness—I think it was made out very shortly after Mr. Chater asked me to make out a statement.

Mr. Pollock—About what date would that be?

Witness—About the end of May, I should think.

Mr. Pollock—Now at the end of the month you gave a promissory note for \$30,000. Was that promissory note given for a fixed and definite amount, or simply an estimated amount due on that date?

Witness—It was given as an estimated amount, and, as Mr. Mody informed me purely a matter of form.

Mr. Pollock—Did Mr. Mody tell you why he wanted that note?

Witness—He said it would be necessary to show to Sassoon that they had a lien on my sugar shares,

Mr. Pollock—Your sugar shares were in the hands of Sassoon?

Witness—Yes.

Mr. Pollock—At the time you gave the promissory note for \$30,000 or about that time did you see any statement of account with reference to the 4,350 Punjums and the 735 Kowloons.

Witness—I did.

Mr. Pollock—In that account were they put down as carried or sold?

Witness—They were put down as carried and Mr. Mody explained that they were carried.

Mr. Pollock—Did you ever receive from Mr. Chater or Mr. Mody, or from anyone on their behalf, any account in which the word carried when applied to these shares had been altered into sold?

Witness—No.

Mr. Pollock—Did you ever agree to sell these 4,350 Punjums at 12 and these 735 Kowloons at 130?

Witness—I never dreamt of selling them then.

Mr. Pollock—Why do you say you never dreamt of selling them?

Witness—Because I was making other arrangements—giving them every security available to enable me to be able to hold them.

Witness, continuing, said he began to feel ill at the latter end of July, 1887, and laid up about the fourth or fifth August. He was bedridden until the Jubilee time—towards the end of the year. He was wheeled near the window, and that was all he saw of the Jubilee. He was living at Wyndham street at the time—near the site of the Roman Catholic chapel. From the beginning of 1888 to the beginning of March he was still very weak and did not attend to business. He believed he was suffering from rheumatic fever and gout. He never received any brokers' notes or accounts of the June settlement from Chater and Mody; neither were any accounts sent to him for the 30th September settlement. He was very ill at the time. The first account he received before he left the colony was dated 15th of March, and he received it about that time. He was still very weak but was picking up, having dispensed with crutches. He went to the races twice, having one crutch with him, but he did no betting. When he got these accounts he glanced over them and noticed they were only made out to December 31st, and he sent the account back

to get the February accounts inserted. He did not go into the accounts because he was anxious to get away, and he thoroughly believed in Messrs. Chater and Mody as trusted friends. He returned to the colony about Christmas, 1889, and received the account produced on or about the new year holiday. He left the colony in the early part of 1891. He checked an account he received and noticed that there was something wrong concerning the Kowloon shares. He went to the Kowloon office and found that all his shares had been transferred, although they still remained in his name. He said nothing to defendants because he only entertained suspicions.

After tiffin witness was cross-examined by Mr. Francis. In reply to questions he said—I had never been in difficulties before 1880. Up to 1881 I acted as broker. Between 1881 and 1887 I had only speculated moderately in shares. I got the 1,147 Kowloons from defendants in April, 1887. The \$50,000 or \$60,000 was got by me through defendants. I deposited securities for my over-draft of \$339,000. The cheque for \$70,000 refused by the bank was to pay Sassoon for margins on Sugar shares. I had bought a lot of Sugar and Hotel shares, the money being advanced. The 1,000 Kowloon shares given by defendant were put in the bank as security for \$70,000. In April, 1887, I believe I was in my right business senses. I was down with fever and was a little gouty. Mr. Appenes left me when I gave up my business. I transferred to Hughes and Ezra my agency in the Kowloon Godown Co. Appenes kept my accounts and books after he left me. I kept no memorandum books; I kept notes on slips of paper. I do not know where my letter books are. I left them with my brother. I was in continual communication with the firm of Hughes and Ezra whilst I was away. My brother still holds the power of attorney. I don't know when I gave instructions for it to be extended. I certainly had to give the instructions. I don't think I left written instructions with my brother concerning my business. I made a stay at Singapore of only a few hours and went on to Europe. I first came down to the city to attend to business in February or March. I don't know when I gave up the use of the second crutch. I could not say without making reference what business I did during February or March. I did not make enquires about the price or current rates for 200 shares I sold during those months. I possibly looked at the newspapers. I think I sold 500 shares through Vernon in March. I had some correspondence with Mr. Woodin [Letter read]. It depends on a person's opinion whether one would be in a fit state of health to write such a letter. The writing is not like the writing of a person in a bad and shaky state of health. I was not in a state of good health in November, 1887. I do not recollect writing to any one in November. [A letter was produced, however, written by plaintiff to defendant, who was at Calcutta]. My hand was never shaky. To my knowledge my brain has never been shaky; it might have appeared so to other people. When I returned in December, 1890, I was much better. I certainly asked for a further account of the one I had previously signed. I noticed two items in that last account were not the same as in the first account. I cannot say I remember anything about these two items being referred to in the letters passed by solicitors. I never mentioned the matter to Messrs. Chater or Mody. [Letters were produced and plaintiff's attention called to matters he had previously seen but said that he had no recollection of. I don't know in what year the writing in red ink was made on this account handed me. It was not made in 1888. I had no red ink at the Blue Bungalow. I think I made it when checking the accounts in 1890, after I returned to the Colony. The shares were sold to W. Short at the Race time in 1888. In 1890 I was moving about in my brother's office and living at the hotel.]

The Court adjourned at four o'clock.

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Mr. Francis resumed his cross-examination of plaintiff, who in answer to questions said the usual agreement was made with Mody in Chater's house. Beyond Chater promising to do his best for him with Mr. Mody, the arrangement was with Mody entirely. The red ink

statement was made out about the 4th of May. He believed it was after this that the agreement was come to with Mody, but he could not say positively. The memorandum might have been made out on the 11th of May, but it was most unlikely it was made out on the 11th June. In explaining his position in his red ink statement he made no mention of Mr. Woodin as his partner in certain shares. He did not mean to say that Woodin's refusing to take up 500 of the 1,000 shares he promised to take up knocked him into a cooked hat; but it was after he had bought these 1,000 shares that he felt he was cornered, and he approached Mody with a view to his taking back some of the shares he had got from him at a fair reduction.

Mr. Pollock again addressed the jury on behalf of defendant.

On Mr. Pollock resuming his seat the jury intimated that they did not want to hear either Mr. Francis or His Lordship.

The Foreman (Mr. Dickson) said the jury were agreed upon all the evidence put in by defendants.

His Lordship intimated that written questions might be put to the jury by Counsel through him for definite answers.

This was done, and having been put in possession of the exhibits the jury retired.

After an absence of about 20 minutes the jury returned and His Lordship read the questions put to them.

The Clerk (Mr. J. W. Jones)—Are you agreed upon your verdict?

The Foreman—We are.

The Clerk—Are you agreed with respect to question one, that is, was the agreement as to financing the June and September settlements that alleged by the plaintiff or that alleged by the defendants in paragraph 10 of the amended answer, viz., that the defendants should be at liberty to sell or dispose or make use of the shares taken up by them for the plaintiff until redemption, and should not be required to hold for or deliver to the plaintiff any specific shares, but might deliver to the plaintiff or to his order any shares of the same nature and kind, accounting for any dividends or income accrued upon such share in the meanwhile and taking credit for any calls made thereon or other charges of any description?

The Foreman—We are.

The Clerk—Are you unanimous?

The Foreman—We are. We are of opinion that there was a distinct understanding that the defendants were at liberty to sell or dispose of, or make use of the shares taken up by them for the plaintiff until redemption, and are not required to hold for or deliver to the plaintiff any specific shares, but may deliver to the plaintiff or to his order any shares of the same nature and kind, accounting for any dividends or income accrued upon such shares in the meantime, and taking credit for any calls made thereon or other charges of any description.

The Clerk—With respect to question two, that is, did the plaintiff on the 30th June, 1887, agree to sell to the defendants 4,350 Punjoms and 735 Kowloons as alleged by the defendants. Are you agreed upon that?

The Foreman—We are.

The Clerk—Are you unanimous?

The Foreman—We are. We find that the shares, 4,350 Punjoms and 735 Kowloons, were sold by the plaintiff to the defendants on the 30th June, 1887, as shown in the account dated 3rd April, 1888, and known as exhibit No. 21, which is certified by the plaintiff himself as correct.

His Lordship—Is there any other matter you wish the attendance of the jury for?

Mr. Pollock—No, my lord.

His Lordship—Well, gentlemen, I am much obliged for your attendance. I need keep you no longer. I thank you for the patience with which you have listened to the case.

Mr. Francis—I apply to your Lordship for judgment on that verdict for defendants with costs.

His Lordship—I take it that these two answers were the answers you were fighting for.

Mr. Pollock—That is so, my Lord.

His Lordship—The answers are equivalent to a verdict for the defendants, and I think there must be judgment for defendants with costs.

18th May

#### CRIMINAL SESSIONS.

#### BEFORE THE ACTING CHIEF JUSTICE (HIS HONOUR W. M. GOODMAN).

##### AN ABSENT PRISONER.

There was only one prisoner to be dealt with at the Criminal Sessions—Mak Ching Chi, who was charged with perjury. On the man's name being called, however, there was no response.

The Clerk of the Court (Mr. Seth)—The man was on bail and does not appear.

His Lordship—His bail will have to be escheated then.

Mr. Slade, who appeared for defendant, said the man had gone to Canton on business. It had been a misunderstanding. He did not think there had been any wilful intent.

His Lordship—He has entered into a very solemn undertaking, namely, a bond to Her Majesty, that he will appear here, and surrender himself to this session. He has taken upon himself not to appear, and my only course is to issue a warrant for his apprehension and order his bail to be escheated. If he comes forward at the beginning of next sessions and there is a proper explanation made we will see what we can do.

His Lordship having thanked the jury for their attendance, and informed them that their services would not be required, the sessions closed.

#### ANOTHER HIGHWAY OUTRAGE.

#### HONGKONG LADIES ATTACKED AND ROBBED.

15th May.

The fact that the perpetrators of the recent highway robberies have escaped detection so far has emboldened others to follow in their steps. An outrage of an exceptionally daring character took place on Bowen Road on Friday night, Mrs. Bateson Wright and Miss Wallace (of Belilius Terrace) being assailed by three Chinamen. It is believed that a fourth was on the look-out. The men were fairly well dressed and clean, and apparently were much above the ordinary coolie class. Singular to relate, Captain Superintendent May was himself on Bowen Road on Friday night and came across three men. He was not favourably impressed by them, but they were not sufficiently suspicious-looking to lead him to stop them. Mr. A. Seth was also walking along the road and heard the ladies' screams. He at once went to their assistance and the men made off. At the same time Mr. C. W. Duggan was on Kennedy Road. He heard some shouting, but thinking the noise emanated from some Chinese he took no notice of it.

The affair happened a little before seven o'clock. When the ladies were near the new service reservoir they came across three Chinamen, apparently gathering ferns. They did not take much notice of them at the time, but they had only got a couple of paces past them, when the Chinamen rushed upon them. One of them seized hold of Mrs. Wright and the other two struggled with Miss Wallace. The ladies were dragged down the embankment by their assailants. The one who had attacked Mrs. Wright endeavoured to blind her with pepper, and putting a knife to her throat threatened to kill her if she was not quiet. Of course under the circumstances the ladies gave up their jewellery without demur. Mrs. Wright had a gold watch and chain and a gold bracelet taken from her, and Miss Wallace a gold curb chain bracelet. A brooch, which was reported missing, has been found on the scene of the attack, together with an umbrella and a shoe belonging to one of the Chinamen.

Of course the ladies received a great shock and were badly scratched and bruised, but were not otherwise seriously injured.

##### MR. A. SETH'S EXPERIENCE.

Since the above, which appeared in our extra on Saturday, we have been able to glean some further information as to the outrage. Mr. A. Seth informed a representative of the *Daily Press*:

"I and Mr. Gregory and Mr. Apcar went for a walk along Bowen Road on Friday evening. When going eastwards we met four Chinamen, and they had no sooner passed us than we met

Mrs. Wright and Miss Wallace. I exchanged a few words with them and then passed on. On our return, when we had got to the west end of the long bridge, my dogs went to look over the precipice, and immediately afterwards we heard shrieks. We at once rushed forward, and guided by the shrieks Messrs. Gregory and Apcar descended the incline, while I stopped on the path to keep the coast clear there. About eight feet down my friends found Mrs. Wright and Miss Wallace in a most distressed condition. We helped them on to the road and saw them safely home. In the meantime I reported the matter to the police.

"It seems that the ladies caught sight of my dogs, and though their assailants had their hands over their mouths and were almost choking them they managed to make the noise which attracted our attention. The Chinamen must also have seen the dogs, for they at once rushed through the bushes and made for the direction of Wanchai.

"After dinner my friends and myself and a party of young men went with lights to the spot where we found the ladies, and succeeded in finding Miss Wallace's glasses and her brooch, and also an umbrella evidently belonging to one of the ruffians. Of the four men whom we met two were carrying umbrellas."

#### H. E. THE GOVERNOR AND LADY BLAKE EXPRESS THEIR SYMPATHY.

On seeing the account of the affair in the papers His Excellency the Governor at once wrote to express his own and Lady Blake's sympathy with Mrs. Wright and Miss Wallace and a hope that the scoundrels might be brought to justice.

#### THE WEICHOW REBELLION.

News has been received at Canton that the rebels of the Weichow and Chinchow districts captured the city of Lukfung on the 10th inst. They are said to have been ten thousand strong and the mandarin soldiers were unable to check their advance. H. E. the Viceroy of Canton has ordered General Wong Kum-fuk to organise an additional force to cope with the rebellion.

#### THE "BENLAWERS" ASHORE.

Messrs. Gibb, Livingston & Co. inform us that they have received a telegram from Nagasaki to the effect that the "Ben" line steamer *Benlawers* is aground on the Fukuse Reef, near Saseho, about three hours' steam from Nagasaki. Part of the local cargo of rice and sugar has been jettisoned, and discharge of further cargo is being got on with as fast as possible. Six feet of water is reported in the forehold and two feet in the mainhold, other holds tight. Pumps have been sent from Nagasaki and it is expected that the steamer will be got off. The steamer was on a voyage from Antwerp and London and sailed from here on 7th inst. for Nagasaki, Kobe, and Yokohama.

#### INCREASED TAXATION.

The Hongkong correspondent of the N. C. *Daily News* writes.—

"Coming events cast their shadows before," and I see, in outline, a prospect of increased taxation. The much-needed public works (for which there are no funds available) the *hinterland*, which must be opened up by roads and policed, and the sanitation of Victoria, which still remains to be completed, all require money for their efficient provision. In what form that taxation will be levied I am not prepared to say. All I know is that the Government are considering from what sources it can be most readily and most justly drawn. Probably an increase in the house tax (otherwise the Municipal rates) will be proposed, or resort will be had to new light dues, which some persons think would not be inequitable or even burdensome to the shipping interest. Any tax, however, that in the remotest sense threatens to infringe the freedom of the port will, I am confident, meet with vigorous opposition by the Chamber of Commerce and the commercial community. I would suggest, for what it is worth, a tax on alcohol (it is a luxury which is sadly abused), a tax on wheeled vehicles of all

kinds (which wear out the roads and cause a large outlay yearly), and the establishment of compulsory registration of servants, with payment of fees by employer and employed. It is much to be regretted that we have Penny Postage thrust upon us. While perceptibly benefiting no one here, it entails a loss of some \$30,000 in revenue yearly!

#### THE FIRE IN HOLLYWOOD ROAD.

##### SIX BODIES RECOVERED.

13th May.

About half-a-dozen persons who occupied the ground floor of the house at 118, Hollywood Road, which was destroyed by fire on Wednesday evening, were known to be missing, and on Thursday a careful search was made in the front part of the premises, but without result. Yesterday the search was continued, the great heap of debris in the back part of the house being removed, with the result that six dead bodies, all of which have been identified, were recovered. When the fire broke out it spread with great rapidity. The means of exit on the ground floor were soon blocked, and the occupants were thus entrapped and burned to death. The ground floor was in a very short time filled with wreckage from the rooms above, and consequently it was not known for certain until yesterday that any lives were lost.

#### HONGKONG RIFLE ASSOCIATION.

##### SHORT RANGE CUP AND SPOONS.

Mr. F. Beck registered his second win for this Cup on Saturday last with a total score of 96 including 6 points handicap. There were twenty entries including several new members. Scores:—

	200	300	H'cap.	Total.
*Mr. F. Beck	47	43	6	96
*C. S. M. Wallace R.E.45	45	—	—	90
*Mr. Diggins	43	43	4	90
*Capt. Carlyle, A.O.D.	43	46	—	89
*Mr. Skelton	44	45	—	89
Pte. Pond, R.W.F.	47	41	—	88
*Mr. J. Marshall	44	43	—	87
Ar. Sergt. Blair	45	42	—	87
Mr. Watson	45	40	—	85
Mr. Pidgeon	47	38	—	85
Mr. Read	43	49	2	85

\* Winners of Spoons.

#### THE VOLUNTEER CORPS.

The following appointments are notified in the *Gazette*:—

Mr. Owen Ordish to be Captain in "B" Machine Gun Company.  
Mr. George John Budds Sayer to be Lieutenant in "B" Machine Gun Company.  
Mr. James Herbert Aitken to be Lieutenant in "B" Machine Gun Company.  
Mr. Joseph Harry Uderwood to be Lieutenant in "C" Machine Gun Company.

##### THE AMBULANCE CLASS.

Major J. J. Watson, R.A.M.C., in his report on the examination held on March 23rd of Volunteers attending the classes for instruction in ambulance drill and first aid to the wounded says:—"The general answering, with one exception, was very good, I must command, most highly, Bomdr. Nobbs for his admirable paper and for his thorough practical knowledge, also Gunner Sutton who sent in the next best paper. The stretcher drill was admirable, and reflects great credit both on the men and their Instructor. It was a great pleasure to me to examine a class having such an able Instructor as Surg. Capt. F. O. Stedman at its head."

Bombardier A. P. Nobbs gained the maximum number of 100 marks, and the following gunners has been awarded Red Cross badges:—Gunners A. L. Sutton, 90; J. Mody, 85; J. H. R. Hance, 80; W. A. Baker, 80; Chunnutt, 80; L. E. Brett, 80; and G. Tuchy 50.

The Foochow Echo of the 6th inst. says:—H. M. surveying vessel *Waterwitch* arrived at Pagoda on the 29th ulto. and we learn that she will leave immediately to survey the coast at and in the vicinity of Samsha Bay.

#### THE OBSERVATORY REPORT.

The report of the Director of the Observatory for 1898 is published in the *Gazette*. We make the following extracts:—

"The typhoons in 1898 were above the average both with regard to number and intensity. The telegrams issued from here attained that year a maximum of efficiency. All necessary notices, and only necessary notices, were issued, so that the shipping was not needlessly disturbed. They were subsequently compared with entries in logbooks, and confirmed by such entries. In all 275 typhoons have now been investigated at this Observatory.

"The comparison of weather-forecasts, issued daily about 11 a.m., with the weather subsequently experienced, has been conducted on the same system as heretofore. We have: Success 66 per cent. partial success 28 per cent. partial failure 6 per cent. total failure 0 per cent. Following the method used in meteorological offices and taking the sum of total and partial success as a measure of success, and the sum of total and partial failure as a measure of failure, we find finally that:—94 per cent of the weather forecasts were successful.

In 1898 the number of transits observed was 2600. The axis of the transit instrument was levelled 215 times, and azimuth and collimation were determined 67 times by aid of the meridian mark erected in 1884. No measurable deviation of this mark from the true meridian has yet been detected. Mostly stars of southern declination, whose right-ascension is not very accurately known, have been observed, and it is intended when 20,000 transits are available,—say in five years from now,—to form a catalogue of right-ascensions of about 2,000 stars, so distributed that when the sky clears for only a couple of minutes a satisfactory determination of the time can be obtained. This is of great importance especially early in the year, when the sky is generally clouded here.

"But with this view it is absolutely necessary that a fixed transit-circle be added to the equipment of this Observatory, the same as in other observatories. Such comparatively smaller centres of shipping as Madras and Perth (West Australis) have observatories supplied with fixed transit-circles, whereas the enormous shipping at Hongkong depends for its time and position and consequently safe navigation after leaving this port upon observations made with a small semi-portable instrument. I have already submitted to the Government that this defect ought to be remedied. A transit-circle is not only needed for determining time and longitude, but serves also to lay down geodetic bearings, latitude, right-ascension and declination. It can be used for observing earthquakes and would enable me to run a level right across the harbour, and otherwise contribute information required in survey work, which would be not only important at the present time but likely to be more and more useful in the future."

Amongst the tables given is one showing the results of fifteen years' meteorological observations made at the Hongkong Observatory, concerning which Dr. Doberck says:—"In Appendix B to my annual report for the year 1893 (Observations and Researches in 1893 p. 20) are given ten years' means for the daily variation of the meteorological elements. The following table shows the fifteen years' means of the annual and monthly values of the meteorological elements. It also shows the probable upper and lower limits of certain of those values, so determined that in future years the actual values observed are as likely to fall outside as they are to fall within those limits. For instance, the mean temperature of January 1897 being 63°.1, by inspecting the following table, where the upper limit is given as 61°.1 for January, we learn that this month was unusually warm in 1897,—but the total rainfall for June 1896 being 18.630 inches while the upper probable limit for June is 22.792, we learn that this month was not unusually wet in 1896,—or the total rain-fall for May 1895 being 4.860, while the lower limit for the month is 5.178 shows that May was unusually dry in 1895. By applying the laws of chance a number of probabilities can be determined when such limits are known."

## THE HARBOUR MASTER'S REPORT.

The Report of the Hon. R. Murray Rumsey, Harbour Master, for 1898 is published in the Gazette. We make the following extracts:—

## SHIPPING.

The total tonnage entering and clearing amounted to 17,265,780 tons, being an increase compared with 1897 of 1,327,606 tons, and over three-quarters of a million tons more than in any previous year. There were 39,815 arrivals of 8,648,274 tons, and 39,814 departures of 8,617,506 tons. Of British ocean-going tonnage 2,597,342 tons entered, and 2,580,187 tons cleared. Of River Steamers (British) 1,765,495 tons entered, and 1,762,624 tons cleared, making a grand total of British tonnage of 8,705,648 tons entering and clearing. Of Foreign ocean-going tonnage 2,273,871 tons entered, and 2,267,239 tons cleared. Of Foreign River Steamers 2,994 tons entered, and 2,231 tons cleared, making a grand total of Foreign tonnage of 4,547,085 tons entering and clearing.

Of Junks in Foreign trade 1,814,218 tons entered, and 1,812,470 tons cleared. Of Junks in Local trade 194,291 tons entered and 192,002 tons cleared.

British Ocean-going tonnage therefore represented ..... 29.9 per cent.  
British River tonnage therefore represented ..... 20.4 "  
Foreign Ocean-going tonnage therefore represented ..... 26.3 "  
Foreign River tonnage therefore represented ..... .03 "

Junk tonnage (Foreign trade) represented ..... 21.0 "

Junk tonnage (Local trade) represented ..... 2.2 "

5,313 Steamers, 226 sailing vessels, and 29,466 junks in Foreign trade, entered during the year, giving a daily average of 96 vessels as against 93 in 1897. For European-constructed vessels the average daily entry would be 15.17 as against 13.63 in 1897, and of the steamers arriving 68.12 per cent. were British.

A comparison between the years 1897-1898 is shown in a table. For vessels under the British flag this table shows a large numerical increase, but a comparatively small tonnage increase (673 vessels of 436,882 tons). This is accounted for by an increase in small steamers running to Macao and Canton and the West River Ports, amounting to 759 vessels "in and out" measuring 143,398 registered tons, and at the same time a decrease in lorchas on the same route of 257 vessels of 12,896 tons, the balance, viz., 502 vessels of 130,502 tons, represents the increase in the River trade and this, being deducted from the figures given above, leaves a total exclusively in favour of ocean-going traffic under the British flag of 171 vessels "in and out," aggregating 306,380 tons, or an average of about 1,800 tons per vessel.

For vessels under Foreign flags there is a substantial increase over 1897 (441 vessels measuring 681,252 registered tons); of this, two West River steamers represent 91 vessels and 5,925 tons, and the lorchas take another 1,121 tons. Taking these two items into account, a balance is found in favour of ocean-going traffic under Foreign flags, of 359 vessels representing 674,206 registered tons. Of this balance the vessels under the Japanese flag contributed the largest share by 177 vessels measuring 406,179 tons, about one-half of which or 52 vessels of 196,968 tons, goes to the credit of the Nippon Yusen Kaisha (European line) and 25,426 tons to the three new Pacific Liners; the balance of increase under this flag was made up by outside steamers attracted by the enhanced freights on coal and rice in the first half of the year.

Next in order come vessels under the German flag; after deducting the lorcha trade which has dropped out altogether, and those old friends who have left us, we still have an increase over 1897 of 39 vessels of 144,889 tons. The new steamers of the Hamburg-American Line are the chief contributors to this increase, the first of these steamers arrived here in March and at the end of the year they are credited with 34 vessels "in and out" representing 116,670 tons. Nine new ships under this flag also called here during the year representing in the aggregate "in and out" 25 vessels and 28,044 tons; in these last were comprised 3 coal hulks *en route* for Kiaochow and 3 cruisers for the Chinese Government.

The Norwegian flag shows an increase of 125 vessels of 88,899 tons, made up chiefly by 11 new steamers and the return to these waters of some of the older vessels which were away in 1897.

The American flag contributes to the increase 30,778 tons, chiefly owing to the chartered transports which called here after the fall of Manila, and to the adoption by the Northern Pacific Co. of American nationality.

Danish colours give an increase of 15,641 tons, due to the ships of the East Asiatic Co. which called here first in May and continued during the year.

The Chinese flag showed an increase of 12,159 tons.

The Swedish flag deserted us during the year, taking about 24,000 tons, and other nationalities call for no special remarks.

The actual number of ships of European construction—exclusive of river steamers—which entered the port in 1898 was 556, being 239 British and 317 Foreign; these entered in the aggregate 3,564 times, giving a total tonnage of 4,871,213 tons; in 1897 the ships numbered 592 and the entries 3,437; in 1896 the ships were 579 and the entries 3,255; the total tonnage in 1896 was 4,487,767 and in 1897 it was 4,369,563. The feature in 1898 is that fewer ships made more frequent returns and gave a large increase in tonnage.

The 239 British ships carried 2,401 British officers and 44 foreigners as follows:—

British, .....	2,401
Germans, .....	8
Americans, .....	19
Danes, .....	3
Swedes, .....	4
Austrian, .....	1
Portuguese, .....	4
Norwegians, .....	4
Pole, .....	1
Total, .....	2,446

The proportion of Foreigners was therefore 1.8 per cent., comprising 8 nationalities, a decrease of 0.2 per cent. with fewer ships:

The 317 Foreign ships carried 2,068 officers, of whom 235 were British, as follows:—

Japanese, .....	119
Chinese, .....	95
French, .....	10
Dutch, .....	8
American, .....	2
Hawaiian, .....	1
Total, .....	235

The proportion of Britishers, in foreign vessels was therefore 11.3 per cent., distributed under six different heads, an increase on 1897 of 0.5 per cent. with an increase of 44 foreign ships (or 13.8 per cent.), Chinese vessels carrying 4½ per cent. as against about 3 per cent. in 1897.

Of the crews of the British vessels—19.3 per cent. were Britishers, 1.0 per cent. were other Europeans, 79.7 per cent. were Asiatics. Of the crews of Foreign vessels—2.0 per cent. were Britishers, 26.6 per cent. were other Europeans, 71.4 per cent. were Asiatics.

Taking the total of entries and departures, the average crew of British ships was 67, of which 20 per cent. were Europeans, and for Foreign ships 47 of which 23.6 per cent. were Europeans.

## TRADE.

The year 1898 was marked by a large deal in rice and coal and by the introduction of the trade in Bulk oil from Langkat (Sumatra).

A demand for rice in Japan created a market which was largely availed of and the returns for the first half of the year show that 469,000 tons were reported by ships entering, which was over 100,000 tons more than during the whole of 1897, and of which the bulk was *en route* for Japan. The import continued in a lessened degree during the second half and at the end of the year 747,000 tons had been reported, being more than double what it was in 1897.

Coal in the first half year showed an increase of 120,000 tons and by the end of the year 817,967 tons had been reported as arriving, being an increase over 1897 of about 36 per cent.

Bulk oil, which made a large stride in the first half year, fell off in the second half, but the year shows an increase of 19,580 tons,

Case oil was practically the same as in 1897. Sugar and flour show a considerable increase, and the Import Return closes with a net increase over 1897 of 645,428 tons of cargo reported.

In exports, a net increase of 552,072 tons of European-constructed shipping reported an increase of 137,979 tons of cargo.

The transit return gives an increase of 167,860 tons.

There can be no necessity for me to again refer to the fact that we are entirely dependent for the above figures on gratuitous information compiled together without any special staff or machinery.

Using the classification adopted in previous years we find that the total import trade of 1898 was represented by 35,005 vessels aggregating 8,453,983 tons, carrying 5,958,465 tons of cargo, of which 3,938,143 tons were discharged in Hongkong.

Similarly, the export trade of 1898 was represented by 34,989 vessels, aggregating 8,425,504 tons, carrying 3,096,474 tons of cargo, and shipping 493,651 tons of bunker coal.

Comparing the above with 1897 we get the gratifying result that in 1898 the import trade of the colony was increased from all parts of the world, and that this increase amounted in the aggregate to 659,833 tons of cargo discharged. Further we find that, during the same period and by the same means, others were benefitted also, for the cargo in transit was advanced by 167,860 tons.

In exports generally there was an increase of 1,205 ships and 229,151 tons of cargo.

During the year 11,058 vessels of European construction, aggregating 13,252,733 registered tons, carried 8,143,656 tons of cargo made up as follows:—

Import cargo .....	8,388,489
Export .....	2,241,194
Transit .....	2,020,322
Bunker coal shipped .....	493,651

8,143,656

The total number of tons carried was therefore 61 per cent. of the total registered tonnage, or 80 exclusive of River steamers, and was apportioned as follows:—

Imports,—	
British Ships,.....	1,939,956
Foreign do., .....	1,448,533
	3,388,489
Exports,—	
British Ships,.....	1,196,521
Foreign do., .....	1,044,673
	2,241,194
Transit,—	
British Ships,.....	1,189,460
Foreign do., .....	830,862
	2,020,322
Bunker Coal,—	
British Ships, .....	280,473
Foreign do., .....	213,178
	493,651
Total,.....	8,143,656

The imports are given in the following table:—

Articles.	1897.	1898.	Increase.
Beans .....	11,092	11,092	...
Bones .....	500	500	...
Coal .....	801,544	817,967	16,423
Cotton yarn and cotton .....	30,581	36,611	6,030
Flour .....	85,904	103,544	17,640
Hemp .....	43,360	55,160	11,800
Kerosine (bulk) .....	47,782	67,362	19,580
Do. (case) .....	80,346	59,115	1,231
Lead .....	5,496	4,200	1,296
Liquid fuel .....	...	2,150	2,150
Opium .....	2,531	2,538	107
Pitch .....	1,700	...	1,700
Rattan .....	2,920	6,441	3,521
Rice .....	361,130	747,395	386,265
Sandalwood .....	3,459	2,055	1,404
Sulphur .....	2,040	635	1,505
Sugar .....	211,777	267,422	55,045
Tea .....	5,929	6,564	625
Timber .....	64,862	46,599	18,203
General .....	1,211,700	1,151,149	60,551
Total .....	2,741,061	3,388,489	645,428
Transit .....	1,852,462	2,020,322	167,860
Grand total. 4,593,523	5,408,811	3,999,238	...
Net .....	813,288	...	...

## THE JUNK TRADE.

A review of the junk trade of the Colony may not be without interest at the present time.

In the early days of the Colony's history Piracy in its neighbourhood was more or less common; In his Annual Report for 1865 the Harbour Master says "There can be little doubt but that every armed junk becomes a pirate when an opportunity offers," and in 1868, after the introduction of the "Harbour and Coast" Ordinance, he says "Formerly there was good reason to suppose that piratical vessels were fitted out in this harbour. Free Trade amongst junks had become Free Licence and these piratical pests of our waters had unmolested ingress and egress at all hours of the night and day."

Ordinance No. 6 of 1866—"The Harbour and Coast Ordinance,"—which came into force on 1st January, 1867, made provision for the regulation and control of junks; most of its provisions have been re-enacted from time to time since, and the regulations now in force are for all practical purposes the same as in 1867 and are briefly as follows:—Junks are divided into two classes:—(1) Unlicensed Junks and (2) Licensed Junks. These classes are again divided into:—(1) Trading Junks and (2) Fishing Junks.

#### UNLICENSED JUNKS.

Unlicensed Junks are required—(1) To anchor in certain places called "Anchorage for Junks" and from which they may not remove without permission. (2) To report their arrival. (3) To give notice of intended departure. (4) Not to leave at night.

#### LICENSED JUNKS.

Any junk, on complying with certain conditions as to giving security, &c., may be granted a licence by the Harbour Master, either for trading or fishing, for which a fee is paid, the maximum being \$20 a year. She then obtains the following advantages:—(1) No restriction as to place of anchoring. (2) On payment of a fee of 25 cents she is granted a special permit, good, for one month, absolving her from reporting each arrival and intended departure. (3) If a fishing junk, she is granted a permit on payment of a fee of 25 cents, allowing her to leave during certain hours of the night and early morning.

In 1867, 20,787 Trading Junks of 1,367,702 tons entered, and 20,443 of 1,353,700 tons cleared. In addition 1,444 Fishing Junks were licensed during the year and the greater number of these came in or left daily during the winter months.

In 1898, 29,466 junks of 1,814,281 tons entered and 29,470 of 1,812,473 tons cleared, also 5,379 Fishing Junks were licensed.

In 1868, Customs Stations were established in the vicinity of the colony by the Viceroy of Canton, primarily for the collection of Opium "lekin" and opium "duty," but this soon became extended, and a levy of lekin and duty on all imports and exports was made at these stations (see Sir James Russell's report 1886), and in 1869 the Harbour Master reported "I think the decrease in tonnage in junks can reasonably be attributed to the existence of these Stations (Customs) and to the activity of the cruisers attached to them."

In 1874 a Commission, which had been appointed to enquire into "complaints made against the action of the Chinese Maritime Customs in the neighbourhood of the colony and the alleged detriment to trade arising from such action," submitted their report. They found in the course of their investigation "that a most vexatious system of blockading is kept up at all the entrances to the harbour by a number of boats in the employ of the Hopo of Canton, the salt farmer, and the collector of the lekin tax, and that these craft continually make use of and encroach into the waters of the colony, and actually capture junks therein."

The proceedings of these blockaders, which were gravest in character were the stopping of junks proceeding on distant voyages with cargoes of lawful merchandise laden in the Colony and compelling the—*to go to Canton and pay duty on their cargo*—a practice which was carried on extensively; and further, the seizure of junks bound to the Colony from ports in Formosa and elsewhere and the taking of these to Canton to be mulcted in heavy sums, or possibly to be condemned and sold.

The Commission advised that Her Majesty's Government should endeavour "to prevail on

the Government of China to remove altogether the Customs Stations and Cruisers from the neighbourhood of the island, and to arrange that duties be collected only at those ports or places at which there exists an export or import trade, and that should the Chinese Government refuse to remove the Stations and cruisers altogether, it might be urged upon them to remove these to a greater distance than they are at present, say, not nearer in any case than ten miles from the entrances to the harbour."

Whatever may have been the cause, it appears that after 1875 the junk trade, as represented by the Harbour Master's returns, began to improve, and in his report for 1877 the Harbour Master said "It was the general opinion, and I share in that view, that the blockade would have a tendency to check the trade and consequent prosperity of the Colony, but in the face of the figures which these returns exhibit, I am unable any longer to see that the effect of the blockade has been so detrimental as it was thought it would be." The figures referred to shew in 1878 an increase over 1877 of 1,186 junks entering, and the Harbour Master attributed some of this increase to more correct records being kept, in consequence of an additional outstation at Yaumati. However, there were still complaints of the seizure of native craft carrying so-called "contraband."

From 1877 to 1887 the junk trade, according to the Harbour Master's reports, fluctuated between 1,600,000 and 1,800,000 tons entered yearly. The highest figures ever attained previously being 28,340 junks of 1,871,810 tons entered in 1872.

In 1887 as a result of the Commission which sat in pursuance of the Chefoo Agreement (1876), and the additional Article to the Agreement (1885) the collection of duties on goods imported and exported in junks, devolved upon the Foreign Collectorate of the Chinese Maritime Customs, and the Customs Stations round Hongkong were placed under the direction and supervision of a European Commissioner (Mr. F. A. Morgan).

It cannot, I think, be denied that, even since this change was made just causes of complaint have at times arisen, and I am persuaded that causes of complaint will continue to arise if the Customs officers are vigilant and zealous, the difference from the old state of things being that vigilance and zeal will be the disturbing causes, instead of rapacity and dishonesty. The only real panacea is the removal of the primary cause, viz., the Customs Stations themselves.

A careful consideration of all points of the question which occur to me draws me to the conclusion that, inconvenient though it is, and contrary to the usual manner of nations, we have up to the present no right to object to these stations; I do not think we have any legitimate grievance against the Chinese Government because it endeavours to prevent junks trading to Chinese ports with what it declares to be contraband, or to smuggle dutiable goods, no matter where the cargoes have been obtained, always provided that this does not lead to a violation of our territorial waters and that vessels and goods to and from Hongkong are not subjected to any other charges beyond what has been fixed by treaty.

At the same time I consider that we allow our hospitality to err, even to indiscretion, and we put a weapon in their hands to be used against us, when we allow a Chinese Customs establishment in our midst, for there can be little doubt that by this means our prestige suffers in the eyes of the natives, and what perhaps is of more practical importance, an intimate knowledge can be obtained in the Colony of trading transactions, which, perfectly lawful and harmless so far as our Free Port is concerned, may in China be subject to those Rules appended to the Tariff which restrict the import of certain descriptions of goods except under special conditions.

But whatever may be said of the present practice of closely investing our port with Customs Stations on all sides and in its midst, it must be allowed that with the exception of the latter, all these Stations are in Chinese territory, and their closeness may be excused on the

ground of the geographical position of the base of operations of those whose business theirs is to watch. The small island of Hongkong with its 50,000 or 60,000 junks annually coming and going, over five-sixths of which trade to and from the Suo On and West River and Canton Districts, and all of which radiate to all points of the compass within an hour or two of leaving this Free Port, offers some reason for the Chinese Government pressing home its revenue protectors as close as they can. That reason disappears, however, with the extension of British territory, and the protector's line should fall back simultaneously with this extension, and China should protect her revenue in the same way as any other country does, namely, at her ports of entry and clearance instead of reversing the practice of civilization and protecting it at the Foreign Ports to which she exports and from which she imports.

How far the existence of these Customs Stations has interfered with our junk trade in the past is problematical, and the only solution to be arrived at is by inference, since all direct proof is wanting. There can be no question as to China's undoubted right to collect her Customs revenue somewhere, in her own territory or waters, and it is impossible to say that our junk trade would have been larger if she had collected her Customs duties at the ports of origin and destination of the goods, instead of at intermediate stations close on our border.

In 1884 our junk tonnage was 49 per cent. of the European tonnage, in 1897, it was only 28 per cent. and, if certain Licensed Junks which are engaged by the conservancy and dust contractors and which have only been taken into our returns during the last few years, were omitted, the decrease would be even more marked.

On the other hand, our returns show an increase of European ocean-going tonnage since 1889 of 25.33 per cent. while the Customs returns show an increase in the number of junks trading to and from Hongkong and passing the stations, of 30.37 per cent., and it is very probable that the Customs returns are far more accurate with regard to junks than our own, the circumstances of a Free Port, added to the difficulty of distinguishing and identifying native craft, together with the well-known proficiency with which Chinese lie without hesitation, renders the task of keeping an absolutely correct return of some 50,000 or 60,000 junks annually almost impossible with a staff of two Junk Inspectors in Victoria and no one at the outstations whose sole duty it is, and I am forced to the conclusion that a number of these junks come and go without leaving any trace on our records. In 1897 as in 1877 more correct returns would in all probability account for a further apparent increase in the junk trade, but this correctness cannot be arrived at without additional staff and expenditure.

In 1893, this Department began to try to gauge the amount of cargo tons represented by the registered tonnage of the Shipping frequenting the Port. There is no special staff or machinery for this and its correctness or otherwise depends on reports and returns made direct from the Shipping, or through its Agents.

In 1893 the amount of cargo discharged from European ocean-going shipping was given as 2,717,910 tons. In that year Junks exported 845,177 tons. In 1897 the European cargo was 2,596,458 and Junks exported 684,320. Assuming for the moment that the cargo exported by junks was entirely made up of that discharged from the ocean-going European ships, these junks distributed 31 per cent in 1893, and 26.3 per cent in 1897 was a bad year for junks.

But the Customs returns furnish a still better fact from which to draw our inference, namely the value of the trade in junks between Hongkong and China. In 1888 this was HK £s. 33,495,526, in 1893 it was 39,938,740, and in 1897 it was 39,991,611 giving an increase of 19 per cent. in the 10 years to put against an increase of 25 per cent. in the register tonnage of European ocean-going shipping during the same period.

Year.	Value of Junk trade Hongkong and China.		Exports to Hongkong.		Total.
	Imports from Hongkong.	Native produce.	Foreign goods.	Hk. Tls.	
1888	6,973,483	15,636,853	3,476,200	14,328,473	33,441,526
1889	6,016,908	12,894,763	3,711,707	14,194,598	30,801,068
1890	6,392,575	17,960,229	3,453,432	14,840,669	36,254,330
1891	6,081,407	13,297,933	3,376,619	17,016,926	33,691,478
1892	6,968,236	13,468,368	3,113,192	17,290,632	33,872,192
1893	7,320,753	17,663,217	3,338,377	18,937,126	39,938,720
1894	7,193,855	15,326,749	3,438,540	19,665,908	38,431,197
1895	8,211,496	21,585,595	3,455,730	22,678,090	47,719,415
1896	8,971,432	21,124,268	3,482,192	22,565,590	47,171,980
1897	8,739,878	13,027,228	3,939,890	23,024,493	39,991,611

Still another test that can be applied is this. In 1893 (the first year that we collected the cargo returns) European tonnage discharged 2,717,910 tons of cargo and the value of the foreign goods exported from Hongkong to China by junk, according to the Customs return, was Hk. Tls. 17,663,217 or in the ratio of 1 ton to 6.4 Hk. Tls., in 1896 the ratio had risen to 1 ton to 8 Hk. Tls., but it dropped in 1897 to 1 ton to 5 Hk. Tls., owing, in the opinion of the Commissioner of Customs, to transit privileges favouring at that time shipments in European bottoms instead of in junks.

Whether or not there should be a fixed ratio between total European tonnage and the total junk tonnage frequenting the port, is, I think, very doubtful, because, in the first place, junks are not the sole distributors, except to non-treaty Ports, with which it is probable trade does not expand rapidly, and, in the next place, the European tonnage is not solely employed in the carriage of goods to be distributed from Hongkong as a centre, for a not inconsiderable portion of the cargoes is in transit to more distant ports.

In 1893 the cargo discharged in Hongkong from ocean-going ships amounted to 74 per cent. of the registered tonnage arriving, and the transit cargo was 36 per cent., in 1897 the cargo discharged was only 59 per cent. while the transit cargo had gone up to 42 per cent.

#### PASSENGER TRAFFIC.

##### Arrivals. Departures.

British ships	30,176	139,574	{ including Emigrants.
Foreign ships	65,820	62,665	{ including Emigrants.
River steamers	579,012	565,627	
Launches	2,390,985	2,388,982	
Junks	124,909	128,326	

3,290,902 3,285,174

Difference—Excess of arrivals 5,728.

#### REVENUE.

The total revenue collected by the Harbour Department during the year was \$183,628.01, a decrease of \$50,645.11 on the previous year which is more than accounted for by the reduction of the rate of Light Dues from 2½ cents to 1 cent.

Light Dues ..... \$ 51,645.15  
Licences and Internal Revenue ..... \$ 31,516.00  
Fees of Court and Office ..... \$100,468.86

Total... \$183,628.01

#### STEAM LAUNCHES.

On 31st December there were 147 Steam Launches employed in the Harbour; of these 58 were licensed for the conveyance of passengers, 72 were privately owned, 12 were the property of the Colonial Government, and 5 be-

longed to the Imperial Government in charge of the Military Authorities.

One Master's Certificate was suspended for 2 weeks, two for one month, one for 2 months and three for 3 months.

#### EMIGRATION.

60,432 Emigrants left Hongkong for various places during the year; of these 47,278 were carried by British ships, and 13,135 by Foreign ships; 105,441 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 82,694 were brought in British ships, and 22,747 by Foreign ships.

#### SUNDAY CARGO-WORKING.

During the year 252 permits were issued, under the provisions of the Ordinance; of these 65 were not availed of its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 22 permits were issued free of charge to mail steamers. The revenue collected under this heading was \$25,925; this was \$14,075 more than 1897.

The Revenue Collected each year since the Ordinance came into force is as follows:—

1892,	... ... ...	\$ 4,800
1893,	... ... ...	\$ 7,900
1894,	... ... ...	\$13,375
1895,	... ... ...	\$11,600
1896,	... ... ...	\$ 7,575
1897,	... ... ...	\$11,850
1898,	... ... ...	\$25,925

As a revenue raising measure, therefore, it has been very successful, as a prevention of Sunday work, however, not much can be said for it; 1 per cent. of the total ocean-going tonnage entering availed of it in 1892 and 7 per cent. in 1898.

#### MARINE SURVEYOR'S SUB-DEPARTMENT.

Return No. XXII shows the work performed by this branch of the Harbour Department, and in forwarding this I again desire to record my appreciation of the manner in which the work of this sub-department is carried out.

In my annual report for 1894 I referred at length to the case of the Government Marine Surveyor and his Assistant, and I reproduced an extract from a report made by me in a letter dated 14th June, 1892, as follows:—

"The duties of these surveyors, I am convinced, are very onerous, the inspection of boilers and engines, especially during the hot weather, being most trying.

"The conditions also under which these surveys are held at Hongkong are peculiar, owing to the short time that vessels as a rule remain in port. In order to save time, applications for survey are constantly received before the vessel's arrival, and it frequently happens that the completion of the survey is the final act before she again leaves. They cannot even afford to wait for their passenger certificates, clearances being frequently granted them by me on receipt of a report from the Surveyor that the requirements of the law have been complied with.

"It is, therefore, most important that the work of surveying vessels should be carried on as expeditiously as possible, and the importance of these surveys renders it, imperative that the examination should be thorough; in order to insure these conditions it is necessary that there should be an adequate and efficient staff. It will be seen from the report of Mr. Dixon attached hereto that the survey of a vessel for Passenger Certificate occupies himself and his Assistant eight hours, spread over a number of visits, about four. The time consumed, however, on this work is often considerably in excess of this eight hours, as the ship may be anywhere between the Hunghom Docks and Aberdeen. Other surveys though not occupying so much time, in each case, are made under somewhat similar circumstances.

"There are four local Marine Surveyors carrying on business in Hongkong; in addition to these, some of the Steamship Companies employ special surveyors for their vessels. The Government Marine Surveys practically do a very large proportion of amalgamated work of all these, having at the same time to so arrange that if possible there should be no delay or inconvenience to any one. No easy matter in a place where, as may be expected, each owner or agent considers his own interest as paramount."

In the same report (1894) I compared the work done at Hongkong by two men with the work done at Liverpool by eleven men and at Cardiff by six men, and I showed that at Liverpool there were about 40 vessels of 92,000 tons per surveyor and at Cardiff 27 vessels of 53,000 tons, while at Hongkong with all its disadvantages of climate, &c., we had 56 vessels of over 100,000 tons to each surveyor.

Once more I must dwell on this subject; the amount of work performed by our surveyors continues to increase and, that it becomes necessary for me to draw attention to it is, I think, ample testimony that it is satisfactorily performed, for we all know that public duties ill performed soon declare themselves.

During the eleven months January—November, 1898, the tonnage surveyed at Liverpool was 967,762 tons, in Hongkong during the year 324,610 tons were surveyed, this gives 100,454 tons per surveyor at Liverpool and 162,305 tons per surveyor at Hongkong.

The Revenue derived by the Colony from the work performed by the Marine Surveyors has increased from \$10,055.87 to \$12,634.05 in 1898, the "overtime" fees alone in 1898 amounting to \$570.

The Government Marine Surveyors are again presenting a respectful petition asking for a consideration of their position and an augmentation of their pay, and this I sincerely trust will meet with the success which, I think, it deserves.

#### SAD DROWNING ACCIDENT.

##### MR. LAWRIE-SMITH'S DEATH AT TAKU.

Shanghai, 8th May.

The Shanghai public will learn with regret that a telegram was received here from Taku this morning containing the sad intelligence that Mr. R. Lawrie-Smith, the well known furniture dealer of this port, had been drowned at Taku. Only a few hours before his wife received a telegram from him saying he was returning to Shanghai by the steamer *Heinfung* from a highly successful business trip to Tientsin, Weihaiwei, and Peking. No particulars are given of how the fatality occurred and it is assumed that he fell into the river while going aboard last night in the dark and was carried under in the strong current. The body has been recovered, and we believe an inquest will be held, when we shall doubtless get full particulars. The greatest sympathy is felt with his widow and child in their sad bereavement.—*China Gazette*.

#### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

#### AN ORDINANCE FOR THE REGISTRATION OF SERVANTS.

##### TO THE EDITOR OF THE "DAILY PRESS."

SIR.—I certainly was not aware that the Registration of servants was formerly compulsory in this Colony under Ordinance. That being the case, it only shows that the reason the law became inoperative was the failure to properly enforce it, for which the officials concerned were greatly to blame. You are wrong in saying the Ordinance in Ceylon is practically inoperative. It may be infringed sometimes perhaps, as laws are apt to be, but I am told on good authority that the Ordinance is very generally observed and is of very real value. A casual case in the Colombo Police Court is no evidence of the virtual abrogation of the law.

I willingly concede the excision of paragraph 5 of my suggestions for the proposed Bill; it was intended more as an aid to the Police than anything else, but it would, perhaps, as you suggest, be hard on the possibly innocent.

There need not be any real difficulties in the way. These would only arise from the reluctance of some persons to be put to trouble in the matter. Good servants would not be least readily obtainable, though the number of domestics might at first be a little restricted by the bad characters being sifted out through the action of the Bill. Moreover, there is no reason to suppose that, because servants had to be registered, they must all be engaged through the Government. New domestics, notably coolies, would be drawn from the mainland, but they would when engaged simply be registered. No

doubt employers would, in most instances, pay the fees when servants first joined. I think I should do so with much pleasure, and though my leisure is very limited, I would not grudge a little time or money to see the provisions of such a measure as I propose properly carried into effect.

When you quote Tonkin, you do not seem to know the real reason for robberies there. It is not because of the registration of servants but because of the inefficiency of the Police. When I tell you that the whole Force employed in Hanoi, the capital, when I stayed there some few years ago, consisted of thirteen men, it will be understood why in a country which literally teems with so-called pirates robberies are frequent.

Registration has been of doubtful efficacy only where it has been imperfectly enforced. This is natural, and needs no comment. But I contend that if enforced as other Ordinances are enforced such a law would prove of the greatest value, and practically insure the community against the robberies now so frequent.

It is perfectly idle to talk of voluntary registration; that would be foredoomed to failure from its inception. How many young bachelors would dream of resorting to it unless it was a compulsory obligation? To be of the slightest use, registration must be general, the tickets must bear photographs of the holders, and the penalties for engaging unregistered servants must be stringent.—I am dear sir, yours faithfully,

R. CHATTERTON WILCOX.  
Hongkong, 12th May, 1899.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your correspondent, Mr. Wilcox, points out the demoralization at present obtaining amongst domestic servants, and suggests a remedy for the widespread evil. As a fellow sufferer, I would invite attention to its cause. Let the Government take note that the present state of affairs is due to the new Gambling Licensing Ordinance. This measure, whilst it certainly brings an ample revenue to the Colonial Treasury in a manner a hundred times less objectionable than the late opium farm, is the direct cause of the dishonesty heretofore a thing unknown.—With apologies,

IRONIC.

Hongkong, 12th May, 1899.

AN ORDINANCE FOR THE REGISTRATION OF CHINESE SERVANTS.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—In the course of your remarks on my letter of the 12th inst., when labouring to raise difficulties in the way of registration you ask how the provisions of the Ordinance could be enforced. There ought to be no difficulty about this. The British and foreign community is not so large that it would not be perfectly simple to have monthly inspections, and I fail to see that there could be hardship in the matter to any sensible person. Of course that are some foolish people who are so jealous of any infringement of the liberty of the subject that, like the worthy bishop you quote, they would sacrifice the substance of what was inherently good to preserve the shadow of what they thought to be more valuable. All these objections, however, if you probe down to the root, will be found to arise mainly from laziness—too much trouble! That is the whole secret.

You conclude the whole matter by expressing doubt whether, in the event of registration being decided upon and strictly enforced, it would accomplish the object in view. You think it would be "no bar to a servants' leaving the Colony and when a thief saw his chance of getting away to Canton with his master's property he would not be deterred by the consideration that he would thereby forfeit his registration ticket."

Now, Sir, you misapprehended to some extent the objects—not object—I have in view. Possibly it was my fault in not stating them more plainly, but I thought I had shown they were plural not singular. One great object in obtaining registration is to my mind to secure a better class of servant than we now have. When I first came to the colony the percentage of good and trustworthy domestics was very much

higher than at present, more especially among the coolies. It is now almost impossible to get servants who will do any reasonable amount of work, and there is a very considerable percentage of thoroughly bad characters among them. I believe registration would result in a weeding out of the worthless class to a considerable extent. It would show up the insolent rascals who are eternally changing their places, and employers would see at once by the tickets whether a candidate for employment was likely to prove a good or desirable servant. Of course the only entries on the tickets would be the dates of engagement and conclusion of service, but these would be sufficiently eloquent if they were constant. Wages might possibly increase somewhat under this system, but not to any serious extent, because there would be no difficulty in bringing in new servants from other places if the supply of local ones ran short. There would not be the danger of a guild, as in the case of the engineers, because no special training or examinations would be necessary. Another object in view in advocating registration is certainly the prevention of crime. You think it would be no deterrent. Well, that as one opinion. I don't think it is worth much, for reasons I will mention. You say in effect that the chance of getting away with his master's property to Canton would outweigh the consideration that the thief would lose his registration ticket. Under some circumstances and in certain cases—say where the servant happened to be a criminal—it might. Perhaps, if the loss of the registration ticket alone were concerned, it might not deter even an unlucky gambler from levanting with a big prize. But I submit that, in the vast majority of cases, the facts, first that the servant's photograph, name, and description were lodged in the Police Office, that the knowledge that a hue and cry would be raised after him, that he could never again with safety return to the Colony, and that, finally, he had cut himself off from the means of making a good livelihood, would serve as very strong deterrents to the commission of robberies from employers.

In any comparison with what may have happened in Ceylon—and my information is at least as reliable and as up to date as yours—consideration must be had to the very different circumstances of the two Colonies. Ceylon is self-contained and isolated; the detection of crime and the capture of criminals are comparatively easy there if the Police are worth anything. In Hongkong, on the other hand, the Police are singularly handicapped. The facilities for getting away to a huge Chinese city like Canton, where any number of criminals can be absorbed and lost sight of, as well as numerous other places on the mainland where they can find secure asylums, are most exceptional. Once outside the bounds of the Colony, moreover, thieves find every facility for disposing of their plunder; while the Police, on the other hand, can obtain none of that assistance which is afforded to them in civilised countries when in quest of criminals.

If, therefore, the Registration Ordinance had even been allowed to become inoperative in Ceylon, it would constitute no valid reason why it should not be tried here, where it is so much more urgently needed.

In connection with this question I think that one of the Unofficial Members of Council might usefully ask the Government to furnish a statement of the number of robberies from British and foreign residences reported to the Police during the past three years and the number of convictions in connection therewith.—I am, dear sir, yours faithfully,

R. CHATTERTON WILCOX.  
Hongkong, 13th May, 1899.

TAXATION IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your recent article with reference to the taxation per head of the different countries of the world tends to confirm a conclusion at which I arrived some years ago as the result of much observation, reflection, comparison, and inquiry, viz., that the average China man, in spite of all squeezings, tyrannies, and oppressions, of which we oftentimes hear so much, is in reality the most lightly taxed, and, in many respects, the freest individual in the world. It

is quite true, as you remark, that on the other hand he knows nothing of the manifold blessings of our civilisation in the way of rates, parliaments, and so forth; but it has never struck me that he is rendered very unhappy on this account, nor that he would be made much happier by the possession of them.—I am, yours truly,

EPOOTES.

Canton, 15th May, 1899.

A. S. WATSON & CO., LIMITED,  
v. E. Q. COOPER.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your edition of 5th ult having just been handed to me I note the judgment as delivered in Shanghai in the case Watson & Co. v. myself appears therein. In common fairness to myself I trust you will be good enough to insert in your next issue the report of the case as held publicly in Amoy, which I enclose, that your readers may form their own opinion as to the reasonableness or otherwise of the contract in question.—Yours faithfully,

E. Q. COOPER.

Amoy, 13th May, 1899.

COPY OF NOTES OF CASE ISSUED BY  
H.B.M.'S CONSULATE.

In H.B.M.'s Provincial Court at Amoy, Monday, the 12th day of December, 1898; between A. S. Watson & Co., Plaintiffs, and E. Q. Cooper, Defendant.

Before C. T. Gardner, Esq., C.M.G., Judge of the Provincial Court, and R. H. Bruce, Esq., and F. Leyburn, Esq., Assessors.

Mr. Mann appeared for the Plaintiffs and Mr. Cooper defended himself.

Defendant called by plaintiff and duly sworn deposed:—Defendant's General Manager by his endorsement on the agreement agreed to a breach of the agreement. There had been previous correspondence between us. I admit letter marked "A" put in. Reply put in marked "B" and read; further correspondence put in and read marked "C" and "D." My agreement was endorsed by Mr. Humphreys, junior, Mr. Humphreys, senior, being at home. It is dated May 22, 1897. Agreement put in. There was no conversation as far as I remember as to my joining Moalle & Co. at the time of making the endorsement. Mr. Humphreys arrived so late on the same day that I left as to leave but little time for conversation. I interpreted his silence on that point as giving consent. I should not have thought it hard if he had refused to give me a certificate on leaving. I think I suggested his giving me a certificate. I do not remember quoting a similar instance. I went home 22nd May, 1897. I did not call on the General Manager at home. I received a letter from him dated 10th Aug., 1897, marked "F." I then sent them my address. I received a further letter "G." I had come to an arrangement with Moalle & Co. before going home. The agreement is dated 22nd April, 1897. I did not inform Watson & Co. "by letter" that I was joining Moalle & Co. I did not answer letter of 13th Sept. from General Manager, as I was leaving for the East. I reached Amoy 10th Dec., 1897. I received letter put in "H." I entered on work directly I arrived. Moalle & Co. are stevedores, lighterers, naval contractors, also storekeepers, outfitters, wine and spirit merchants. They have sold wines, spirits, &c., long before my time. They have always and do still style themselves wine and spirit merchants and are also aerated water manufacturers. They also sell such articles as disinfectants, meat extracts—not chemical extracts. They sell Lipton's beef extract; it is not a chemical extract. We also sell other extracts. I issued expressed "I" & "J." Watson & Co. have an aerated table water. I am a qualified English chemist but not a member of the Pharmaceutical Society. The chemists referred to in express are Stephenson and Hawell. Watson & Co. had certain receipts for waters which I knew imperfectly. They were in my possession while I was in Amoy. Moalle & Co. also sell cigars and disinfectants. The disinfectant called Moalle's is imported. My terms with Watson & Co. were \$90 a month and \$5 a month each year in succession, on the terms specified in agreement. From August, 1889, to March, 1890, I received \$105 and perquisites. In May, 1890, I got \$140 at Tien-

tsin and Hankow. When in Amoy I was getting \$175 a month. I had no servants. I had light but no coal.

Counsel in his address quoted Pollock on contracts pp. 315-6, ed 1885; Jones v. Lees, Mumford v. Gethin, Leather Cloth Co. v. Lawson, May v. O'Neill, Allsop v. Wheatcroft, Ronsillon v. Ronsillon, Stone's Digest (App. Court) col. 5667; Maxim Nordenfeldt Gun Co. v. Nordenfeldt, 71 L.T.L. 489; Chessman v. Nainby, Wallace v. Smith (Jessel M.R. obiter dict).

#### JUDGMENT.

I find for defendant with costs as in my judgment the restriction goes beyond what was reasonably necessary for the protection of plaintiffs, regard being had to the nature of their business.—(Sd) C. T. GARDNER, Prov. Judge.

I agree, because Moalle & Co., on a general view are quite distinct from Watson & Co. in business and the local accident that shipchandlers and stevedores also sell soda water is not weighty enough to make a restraint on defendant reasonable.—(Sd) R. H. BRUCE, Assessor.

I consider the contract good and reasonable and that defendant is liable for violation.—(Sd) F. LEYBURN, Assessor.

#### AGREEMENT.

The following is the clause of the agreement upon which the plaintiffs based their claim:—  
"10.—The said Edwin Cooper shall not within twenty years from the date hereof engage directly or indirectly in the business of a chemist, druggist, aerated water manufacturer, perfumer, wine and spirit or cigar merchant or dealer, or become assistant to any other person or persons carrying on any such business or or businesses, whether wholesale or retail or simply as agents thereto or as merchants either at Hongkong or at any treaty port of China or Japan, at Manila or the Philippine Islands, or the Straits Settlements, or Siam or Cochin-China without the consent in writing of the said Company under the hand of their General Manager first had and obtained, and in the event of the breach of this clause by the said Edwin Cooper he shall and will pay to the said Company the sum of £100 sterling for each and every month or part of a month during which he shall have been or shall be so engaged whether directly or indirectly, the said sum to be payable and recoverable monthly and every month as and for liquidated damages and not as penalty."

#### ENDORSEMENT.

The following is the endorsement:—The within named Edwin Cooper served with us during the period of this Agreement at the expiration of which he served with the firm in Shanghai, Tientsin, and Hankow until January, 1897, when he assumed management of our branch here. He leaves us to-day at his own wish and we are sorry to lose him.—For A. S. WATSON & CO., HENRY HUMPHREYS, Assistant General Manager.

Amoy, May 22nd 1897.

#### SHANGHAI: ITS INDUSTRIES AND ITS APPROACHES.

The following is the "Miscellaneous" section of the 1898 report of Mr. Roche, Commissioner of Customs at Shanghai:—

Industrial prospects, as represented by Cotton mills and Silk factories, received a severe check during the year under review. At first Cotton spinners did well enough; but by June Raw Cotton had risen to Tls. 18 per picul, and about the same time the market was being flooded at losing rates with Yarn from Bombay and Japan. The combination made it nigh impossible to carry on at all; it is creditable to the management of young establishments, struggling against odds and inexperience, that they were able to keep their work people together and tide over the crisis. Towards the end of the year matters improved somewhat; the Cotton guilds had to abate their price, and the increasing inquiry from the consuming districts enabled the mills to place their produce at a paying figure. There is still great confidence for the future, as evidenced by the addition of 18,000 spindles in three of the Foreign-owned mills; and looking to the facts that raw material and labour are close at hand, and

that consumption of Yarn is increasing in all the districts supplied from Shanghai, who shall say that it is misplaced?

Silk factories have, unfortunately, not the same reason for hopefulness. The causes which are at work to ruin the Silk trade of Mid-China have been mentioned *ad nauseam*. Whether timely interference by the authorities will be sufficiently powerful to prevent further mischief remains to be seen. Reasoning from the experience of the Tea industry, it would seem as if the task of changing his methods is beyond the power of the Chinese producer. There were at the end of the year five Foreign-owned Cotton mills, with about 167,000 spindles, and four Chinese-owned, with about 146,000 spindles. It is probable however, that not more than an average of 60 to 70 per cent of the Foreign-owned spindles were at work at one time, taking slack and busy periods together. Of steam factories there were 25 in existence during the year, of which five were Foreign managed. Of this number few worked to the full extent of their capacity and many only very intermittently. With the New Year all but 11 ceased altogether.

There are also two Chinese owned and managed Match factories in operation, turning out between them some 80 cases, containing each 100 gross of boxes, per day. These are phosphorus Matches, sold in the shops at 29<sup>c</sup> cash per gross. The material for their manufacture has all to be imported; and that they can compete at all with the Japanese-made article is probably due to the fact that, being partly officially-owned, they receive tender treatment in the matter of inland taxation.

In other branches, judging from published reports, local enterprise is doing well. Our docks are fully employed, our wharves are scarcely sufficient, and our tugs and cargo-boats are kept busy. The opening of the Shanghai-Woosung Railway in September but betokened the advent of other lines in our neighbourhood, for which the country is being surveyed and plans prepared. Steam traffic in inland waters was declared in April to be open to Chinese and Foreigners; and although the applicability of this concession is as yet only in course of realisation, it is obvious that its value as a stimulus to Foreign trade must in the future be very great—provided, however, that the proposed revision of the Foreign trade Tariff be sufficiently liberal to meet and compensate the provinces for the inevitable loss of inland revenue. A fair number of launches have already engaged in inland passenger traffic.

On the 16th July a riot occurred in the French Concession in connexion with what is now known as the "Ningpo Joss House" case, during which some rioters were killed. A strike among all the Ningpo shops and workmen ensued, and at one time industrial Shanghai was threatened with a general strike of a very serious character. Happily, however, wiser counsels prevailed, and, after a few days' strike, all concerned resumed work and Shanghai returned to its bee-like, feverish activity.

Prince Henry of Prussia visited Shanghai in April, and in November unveiled the *Iltais* memorial monument on the Bund.

The approaches to the port have claimed full share of attention, as may be gathered from the following notes supplied by the Coast Inspector: "During the year changes of more than usual magnitude and rapidity have taken place at those localities which form, as it were, the nodes for silt deposit, namely, the Kiutoan Flats and the Tsungming Bank. At the former a new channel across the flats opened, the ebb tide then being divided into three principal branches instead of two as formerly. A period existed in December when the depths in all three channels were equalised, resulting in a maximum depth of 15 feet only at low water. This equilibrium has now been overcome, and the newly-formed channel is rapidly scouring out. At the Tsungming Bank the usual channel showed such signs of deterioration as to point to the opening of another elsewhere. An examination proved that this was the case, a new 26-feet channel having cut its way through the bank. This channel now forms the deepest approach to Shanghai. These are object lessons which teach that so long as the Tsungming Island forms the northern edge of the principal outlet of the

Yangtze River, there need be no apprehension concerning the permanency of the port, though such transitional periods as have occurred this year may cause temporary embarrassment. Several surveys have been made by the Coast Inspector's Department during the year. These include those of the Tsungming Bank, the Kiutoan Flats, the Outer Woosung Bar, the Inner Woosung Bar, the Huangpu from the upper harbour limits to Tungkadoo Dock, and the Soochow Creek as far up as the Sinza Bridge. The Huangpu continues to show signs of deterioration. The most serious feature is the tendency to an equalisation of the channels on either side of Gough Island, a process which, if continued, must sooner or later cause a grave decrease in depth. The lighting of the North Channel was commenced during the year and the new fourth order group-flashing light at Drink-water Point was exhibited for the first time in August. The operations for the removal of the wreck of the *Birkhall*, which were taken in hand by the Customs in the autumn of 1897, are now completed."

#### THE SHIPBUILDING INDUSTRY AT SHANGHAI.

##### LAUNCH OF A STEAMER FOR THE WEST RIVER TRADE.

Shanghai, 13th May.

This afternoon a new steamer, built by Messrs. S. C. Farnham and Co. Ltd. to the order of Messrs. Butterfield and Swire, was very successfully launched from that firm's Cosmopolitan Dock. The new vessel, which is to be known as the *Wuchou* is intended for the West River trade, the requirements of which her builders have consistently kept in view throughout her construction. Judging from her appearance she seems admirably adapted for what she is intended, namely, as a commodious, powerful, light-draught, and very handy vessel for carrying passengers and towage work. She is not intended as a cargo carrier. It is a matter of congratulation for Shanghai to know that the contract was obtained by the Old Dock people by tender in the open market, against the Hongkong builders, and that in point of price Shanghai is able to give the neighbouring Colony good odds and beat her at the finish. The *Wuchou*, which is built of mild steel is 148 feet in length, 28 feet beam, and 8.5 feet deep. Her tonnage is 300. Her twin screws are driven by a pair of compound surface-condensing engines, also built by Farnham & Co., and her boiler works up to a pressure of 120 lbs. to the square inch. The launch was carried out without a hitch very punctually at the appointed time, when Mr. G. C. Bois, who was accompanied by Mr. R. Inglis (of Messrs. Jardine, Matheson) broke the customary bottle of champagne over her bows, as she moved from her cradle into the Whangpoo. Her success was afterwards drunk and also that of her builders, who were represented by Messrs. Twentyman, Peebles, von Rucker, and Groundwater and the ceremony concluded, those who went down to see it spent a very instructive and profitable half hour in looking round at the vast amount of other work which the builders have in hand at the Cosmopolitan dock.

No less than six river steamers are at present in course of construction in Shanghai, all in the hands of S. C. Farnham & Co., Ltd. The first two are being built to the order of Arnhold, Karberg & Co., and they will be similar to the *Teh Liang* or *Chang On*, with a length of 238 feet. Four others are being built to the order of Messrs. Melchers & Co., all for river work. Three of the latter are alike, but one is a stern-wheeler intending to ply between Ichang and Hankow. We also learn that the Japanese are about to give orders for the construction of three steamers for the Yangtze, and very similar to the *Yuen Wo*, namely 240 feet in length and 40 feet beam, but the orders have not yet been placed.—*China Gazette*.

The Shanghai Engineering, Shipbuilding and Dock Co. have just been entrusted with an order to build two large steamers for the Tientsin-Shanghai trade of the China Merchants Co.—*Mercury*.

### GERMAN STEAMERS ON THE YANGTSE.

*Der Ostasiatische Lloyd* learns that Messrs. Melchers & Co. have now also ordered three river steamers to be built by Messrs. S. C. Farnham & Co., Ltd., which are to run under the German flag between Shanghai and Hankow. As it is intended for these steamers, as well as for those ordered by Messrs. Arnhold, Karberg & Co., to discharge and take in alongside the German Bund in Hankow, the German Concession by this will undoubtedly gain in importance. The German flag will be seen also henceforth farther up the Yangtse at regular intervals, as Messrs. Melchers & Co. intend placing another ship—the first one carrying the German flag—to ply regularly between Hankow and Ichang. Whilst the steamers of Messrs. Arnhold, Karberg & Co. are to be ready for service in October of this year, those of Messrs. Melchers & Co. will be completed to run only in March, 1900.

### THE EXTENSION OF THE SHANGHAI SETTLEMENT.

Shanghai, 9th May.  
To-day the Taotai's covering despatch and proclamation on the Extension of the General Foreign Settlement reached the Consuls. The despatch, which is dated the 29th day of the 3rd moon (May 8th), reads:—"I have received authority from the Viceroy to assent to the boundaries defined for the new extension (of the General Foreign Settlement) and I am issuing a proclamation and instructing the Shanghai Magistrate to work in consultation with Mr. J. C. Ferguson, the Deputy Yu Shui-wan, and the Municipal Council, to draw up plans, lay out boundary stones, etc., and I beg to enclose copy of the proclamation for your information.

#### THE PROCLAMATION.

which follows, commences with a historical preamble, recounting the first steps taken for the setting apart of a reservation or settlement for foreign occupation in the year 1842, by the local officials, working in concert with Captain Balfour, and the subsequent successive negotiations on the subject with Mr. Rutherford (afterwards Sir Rutherford) Alcock. We have not yet had time to translate this portion of the proclamation, which is addressed to the Chinese people, and is apparently designed to show that the present Taotai is making no new departure in assenting to the demands for extension of the General Foreign Settlement, but is following strictly on precedent and in the footsteps of his predecessors. Coming down to the present day, it proceeds:—"Considering that the commercial requirements of Shanghai have increased, the concession granted for the Foreign Settlement is not sufficiently commodious, and it now becomes necessary for me to extend it for the general benefit, and the Viceroy has directed me, in conjunction with Rev. J. C. Ferguson and the Deputy Yu Shui-wan to discuss the matter with the Treaty Consuls. The existing Foreign Settlement and the Regulations under which it is governed are known to you all, and I have now instructed the Shanghai Magistrate, together with Mr. Ferguson, Deputy Yu Shuiwan, and the Municipal Council, to arrange the boundaries of the extension, draw up a plan and put up the stones, and I therefore issue this proclamation for the information of you all, so that you may know that all the land lying within the new extension, with the exception of Imperial temples and Chinese Government property, shall be henceforth under the control of the Municipal Council, and will be governed according to the existing Land Regulations, which you must all obey."

#### BOUNDARIES.

The boundaries of the extension will be East: From the Yangtse-poo Bridge to the Chaotsa-tnu (or Point).

On the West: From the Loongfei Bridge to the Bubbling Well Village, whence a line will be drawn to the South (or Shanghai) side of the Soochow Creek.

On the South: From Pah-hsien-jao to the Bubbling Well Village.

On the North: From the Fifth Stone (boundary) of the Hongkew Settlement along

the boundary of Shanghai (as distinguished from the Pu-ao-sha district).—*China Gazette*.

### THE GERMANS IN SHANTUNG.

*The Ostasiatische Lloyd* received on the 8th May the following important letter from Tsintao. We avail ourselves of the *N. C. Daily News* translation:

The German occupation of the town of Jihchao cannot be withdrawn yet, though it is true that the Chinese Government has placed a considerable number of troops under General Hsia in the vicinity of Jihchao and Ichoutu, which may be considered a success, similar orders being rarely, if ever, executed in China, but ending in empty promises and worthless decrees.

In the district of Jihchao everything is quiet; the Christians who had fled from the disturbed villages into the town have returned to their homes and been re-installed in their properties.

The direct purpose of the occupation, however, viz., to obtain reparation in the Stenz case has not been fulfilled yet, no culprits having been captured, so that nothing remains but to get hold of the village headman, who did not prevent the escape of the culprits.

The request of General Hsia—namely, that the Germans should evacuate the town of Jihchao and leave to him the maintenance of order, could the less be complied with, as this very General refused his help towards the capture of the culprits in the Stenz case, alleging that this was the business of the district magistrate. Chinese soldiers have now been forbidden by Captain von Falkenhayn to enter Jihchao.

In this way the Jihchao affair still awaits settlement. When this moment shall come, and when the cessation of military compulsory measures can be dispensed with, depends partly also on the attitude of the new Governor of the province of Shantung. Yu, who is amusing himself by opposing the work of the German Railway and Mining Engineers in the province of Shantung, and further by conducting an anything but friendly correspondence with the Governor of the Kiaochou district.

He has not only prohibited any more surveying for the construction of the railway in the province of Shantung, but also condemned the investigations of the mining engineers as unlawful, and only assured them his protection in as far as they move about as simple travellers, not while they are executing their vocation in his province. This, according to the opinion of the German Minister at Peking and the German Governor in Tsintao, is against the treaty of the 6th of March, 1898, and against the concessions made by the Tsungli Yamen. It has therefore been ordered that both works shall steadily proceed, and the responsibility for any disturbances will fall on the Governor of Shantung personally. Should he continue in the attitude which he displayed on entering upon his duties, it is hardly probable that he will remain long in charge of his Governorship.

### THE EXTENSION OF MACAO.

We translate the following from the *Lusitano*:

From the home papers we see that in the Chamber of Peers Senhor Hintze Ribeiro asked if the Government had taken advantage of the position in the Far East to clearly define our dominion at Macao, and that the Minister for Foreign Affairs replied that the question was important and that the Government was giving it due consideration.

The vague reply of Counsellor Beirao makes us suspect that the supreme Government is not troubling itself in the matter, which would be truly lamentable, as it is certain that the occasion is opportune, not only for clearly defining the dominion of the province, as indicated by Senhor Hintze Ribeiro, but also for acquiring additional territory, which would guarantee our stability in this greatly coveted part of the world. To acquire the district of Heungshan, which it appears to us would not be very difficult, would suffice to make this colony yield a rich return to the coffers of the metropolis. Possibly if the Portuguese Government would negotiate an agreement with the English Government to support us in this preten-

sion the exchange of some bit of territory, useless to us, in our African empire, would secure for us the expansion of our dominion in China. Unhappily, however, Macao is too far from the metropolis for questions affecting this colony to excite the least interest there.

### THE MOVEMENTS OF THE ITALIAN SQUADRON.

The movements of the Italian squadron in Chinese waters, about which there have been many surmises, are still doubtful; but we have reason to believe, that Admiral Carl Grenet in his flagship *Stromboli* and possibly the *Etna* are shortly expected at Woosung and it is likely they, with the *Marco Polo*, *Amerigo Vespucci* and *Elba* will remain there awaiting orders from home.—*N. C. Daily News*.

### THE NORTH-GERMAN LLOYD'S FORTNIGHTLY SERVICE.

The North-German Lloyd will commence its fortnightly service on the coming 4th of October, at which date the *King Albert*—the first of the newly built ships—is to leave Bremerhaven. *Der Ostasiatische Lloyd* is informed that the original intention to run one steamer every four weeks *vid* Hongkong alternately to Japan and to Shanghai has been abandoned. All the steamers will call at Hongkong, Shanghai, and Yokohama, but for some time to come at least their stationary berth is to be Yokohama, whilst the two other ports will only be ports of call for mails, passengers, and cargo.

### THE GOVERNOR-GENERAL OF PORT ARTHUR.

Vice-Admiral Alexieff, who has been appointed Governor General of Port Arthur and district, is expected to arrive here shortly. Though a comparatively young man, he has had considerable experience of the Far East. He first came out as a midshipman, next as flag-lieutenant of the *Africa* or *Asia*, later he brought out the *Admiral Korniloff*. Then, 1895-6, he was the Russian Admiral-in-Chief in these waters, and went home at the end of 1897, missing much to his regret at the time, the tension which signalled his country's occupation of Port Arthur.—*N. C. Daily News*.

### AN ANTI-FOREIGN NAME FOR THE EMPRESS-DOWAGER'S BODY-GUARD.

As another instance of the latent hatred against foreigners by the officials of Peking we may quote the following:—When the Empress Dowager ordered last November the formation of a new body-guard of 10,000 men for herself, drilled after the Western style, she called the Corps "The Victorious in Arms Corps." This, in Chinese is written *Wu-sheng-chun*. At the recommendation of the leader of the ultra-Conservative party of Peking, the Assistant Grand Secretary King Yi, who was doubtless influenced by those around him, the name of this Empress Dowager's new body-guard has lately been changed by her; the trick being that the characters have been changed while the phonetic sound of the original name is generally retained. In a word the Corps is now known as the *Hu-sheng-chun*, or "The Tigers of the Gods' Corps." This kind of designation being rather peculiar, King Yi, the author of the name, is credited with having explained himself in the following manner:—"We all know what *yang-kuetie* mean. Well, tigers are fond of eating goats (also called *yang* in Chinese and meant as a pun on the word *yang*, "outsider," or "from the outer seas" the designation for foreigner), while the gods are masters of the devils (*kuetie*), that is to say the tigers and the gods will annihilate the goats and devils—that is why I have changed the name of the Empress Dowager's Body guards from *Wu-sheng-chun* to *Hu-sheng-chun*." King Yi further went on to say that he doubted that "foreigners in China are so well versed in the use and play of Chinese words and terms as to be able to see the insult to them which the new term conveys."—*N. C. Daily News*.

## TRADE DISPUTE AT NEWCHWANG.

Newchwang, 6th May.

A dispute has arisen between the Southern merchants and the Northern firms through whom they buy and sell, import and export goods, which threatens a total cessation of trade. The Northerners say that the present charges and commissions which have been in force for many years are now unremunerative owing to the depreciation of transfer money, and the increased cost of the necessaries of life. The Southerners say the proposed new charges and commissions have been submitted to their principals and rejected by them, on the ground that no change was necessary, that they are excessive, and will increase the cost of loading by about Tls. 5-0 per steamer, and that it will be impossible for Southern merchants to make a living here, if they agree to any increase of the old terms. Both parties have petitioned the Taotai and neither seems inclined to make the slightest concession. The Southerners appealed for assistance to the foreign shipping firms, and finally met Messrs. Nesbitt, Bush, and Bandinel, at the office of Messrs. Butterfield and Swire on the 4th instant: when, after much discussion, they agreed to send a joint letter to the British firms represented by those gentlemen stating their case in full. On receipt of this, the three firms sent in a joint letter to Mr. Hosie, the British Consul, enclosing the Chinese letter, and requesting him to communicate with the Taotai, and ask him to take steps to bring the dispute to an end and avert the danger to trade. Meantime we believe that telegrams have been sent away to stop chartering for the present.—*N. C. Daily News* correspondent.

## LIQUID FUEL AT SHANGHAI.

The arrival of the steamer *Trigonia* with a cargo of Petroleum fuel will probably prove of the utmost importance to this already smoke-laden city. This fuel has been tried here with great success already; when its benefits are more fully appreciated there will be doubtless an enormous demand for it. Its principal merit is that, properly consumed, it is smokeless; that weight for weight it is about the same price as the best Japanese coal at present prices and gives two-thirds more heat. Its other advantages are that it is more easily handled, requires fewer hands at the furnaces, and leaves no residue. The Cotton Mill and Silk Filature Companies have evidently taken the subject in hand, for the Soochow Cotton Mill has already one of its boilers fitted with oil-using furnaces and will soon have the remainder similarly adjusted, and a number of others likewise interested are making arrangements for the conversion of their plant. Messrs. S. C. Farnham and Co. are building a steam-launch for the Agents (Messrs. Arnhold, Karberg & Co.) which is also designed for oil consumption.—*N. C. Daily News*.

## RETURN OF THE PEKING SYNDICATE SURVEYING PARTY.

## A SUCCESSFUL TRIP.

The members of the surveying party of the Peking Syndicate, of London, have just returned to Shanghai after a very successful trip. It will be remembered that the members left Shanghai at the commencement of this year, being divided into two parties, one of which went north to Peking and the other up the Yangtze as far as Hankow. The northern party was composed of Mr. Glass, C.I.E., Major Brazier-Creagh, Captain Swiss, and Mr. Sabioni, and the programme was: that on leaving Peking this party should travel south and meet the southern party, consisting of Captain Purvis, Captain McSwiney, Mr. Nathan, Mr. Patasie, and Mr. Butler, which was to travel in a northerly direction overland after leaving Hankow. This programme was carried out exactly as planned and both parties are highly pleased with the success of their work. The northern party on leaving Peking reached Chung-

ting, via Paoting-fu, from there to Shouyang, thence to Shi-thie and on to Sun-kou. The range of mountains in this neighbourhood, Tan Shan Huang Range, was crossed at an altitude of from 2,000 to 3,000 feet and views of lovely scenery were obtained. The party then followed the main road, which they left to follow another road west of Lu-an and got on to the main road again, omitting, however, to call at Thun-liu, but proceeding to Chang-tsu, Tse-chou, and south to Huaikhang. The lofty Thai Hang Than range of mountains was then crossed at an altitude of 4,000 to 5,000 feet and the scenery was magnificent. Very cold weather was here experienced, there being thirteen degrees of frost, and several members of the party were frost-bitten. The mountain roads are described as being very difficult. This range is the watershed of the numerous rivers thereabouts. From the hills, which are numerous about here, beautiful views of the surrounding scenery were obtained, of the plains below clothed in green and dotted over with cities, towns, and hamlets, the latter being invariably surrounded with clumps of trees in blossom. The party then went to Peitaiho on the Yellow River, returning to Huai-king, skirting the range of mountains to Wei-hui. In the mountainous districts the mines were inspected and the country surveyed. No gold was found, but iron, coal, and copper in abundance. The party really saw what Baron Richthofen saw, and following in the steps of such an extra-ordinary observer—for nothing seemed to escape his observation—they have but little to add to his published report. From Wei-hua they travelled by the Wie-ho river, north to the Grand Canal, and then on to Tientsin reaching there about the end of April. The southern party on leaving Hankow proceeded up the Han River to Siang-yang, and then on to Huai-khing, where both parties joined. Both parties had a very successful trip and found the people very quiet and law abiding, particularly in Shensi province, and the Chinese officials at the various cities through which they passed assisted them in every possible manner. They experienced no difficulty with the Chinese whatever. The trips have demonstrated the presence of all things that Baron Richthofen reported, and promises a very successful result to the capital which the syndicate may invest in exploiting the provinces in which concessions are granted. If the Board in England decide to commence operations and the British public support the syndicate sufficiently on the strength of the reports of the surveying party, railways will be built and the mines worked, and other industries commenced that present themselves. With regard to the railway the party have made special surveys, selecting the route of a line from Peking south to the Yangtze, probably Hankow, and suitable sites for bridging the Yellow River for railway purposes have also been selected. Everything more or less points to a successful issue of the Peking Syndicate, and the members of the surveying party, the majority being British officers specially lent for the purpose, will leave shortly for England to draw up and present their report on which the future action of the Board will rest.—*Mercury*.

## A RUSSIAN MINING VENTURE AT WEIHAIWEI.

Adversity, we know, is frequently responsible for strangely assorted bed fellows. A mining camp, in the mad rush for gold, when the "mother lode" has been struck or in trail, brings together all sorts and conditions of men from the ends of the earth, all gathered with one common object—the pursuit of hidden wealth. In Australia the United States, and South Africa this has been the case and now that there is a "rush" on China from all sides, why should it not be also visible here? The pursuit of happiness being one of the dearest prerogatives of individual liberty—if you do not believe us please read the U.S. "Constitution," as religiously read out every glorious 4th of July—and the quest of wealth being so often synonymous with the pursuit of happiness, we see no objection in the world,

but every reason why all men should equally share in the engrossing pursuit of untold and unknown wealth in China. No international distinctions need be here made, as we are told that China is "big enough for all," and no doubt it is. Still we confess to much surprise at the composition of the Syndicate which is endeavouring to induce the British Government to grant it a monopoly of the rights of gold mining within the ten mile military zone which England has obtained around the harbour of Weihaiwei. It must be here remembered that Weihaiwei is simply a naval and military station, a purely strategic position obtained, in the words of the British Minister ("China" Blue Book p. 106/7) because "in the view of Her Majesty's Government the balance of power in the Gulf of Pechili had been so seriously disturbed by the lease to Russia of Port Arthur as a naval station that it must be redressed by a lease of Weihaiwei to Great Britain in similar terms." The lease of Wei-hai-wei is therefore in similar terms to that of Port Arthur. That being so, we think it is reasonable ground for surprise, and sufficient reason for intense caution on the part of the British Government before granting any mining charter, to find that the Syndicate, which, ostensibly and originally British, has become, through what influences we need not here enquire, very largely Russian, and Russian of a type doubly undesirable in a place like Weihaiwei, which was primarily obtained as a check and a watch upon Port Arthur, at the other side of the Gulf. Our first information was surprising; that we could scarcely credit it without confirmation from the other members of the Syndicate, which we have got, with the result that it is fully admitted that Col. Wogack the sometimes Governor of Port Arthur and the always most active Russian Military Agent in the Far East, Mr. Werth, Manager of the Russo-Chinese Bank, and Baron Gunsburg, Private Agent of the Asiatic Department of St. Petersburg, were all amongst the original members of the Syndicate, which includes two British bankers, two ditto billbrokers, one merchant, two Chinese (including Su Pao-sun, without, however, his usual British *fide Achates* this time) and the three Russian officials just named along with another gentleman, a newcomer to Weihaiwei, of whom we know nothing except that his name has a strong South African smack and suggests Chartered Company methods that we have little desire to see emulated in China. The Shanghai members are all well known gentlemen and the Russians individually above reproach; but we think it most emphatically our duty to emphasise our strongest possible objection to any concession or charter being granted to the Syndicate so long as it includes the names of any Russian officials whatsoever. Colonel Wogack is one of the most personally popular and finest men in the Far East, with troops of friends of all nationalities wherever he goes. Every Britisher holds an "open door" to him in China, but we think he is decidedly *outré* in any mining venture that may be contemplated or sought within the British military and naval zone at Weihaiwei. Of the other two Russian gentlemen almost as much may be said, but no personal feelings of friendship should be allowed to give them such an important hold on Weihai as membership of a chartered concession would confer. What is there to prevent all three transferring their shares at any moment to the Russian Government? Should occasion for secrecy arise at Weihaiwei, how could secrecy be maintained with three such important Russians in possession of such rights as the Syndicate is seeking to obtain for them? Could such a proposition as is now entertained at Weihaiwei, find a counterpart, with three British officers on the board or amongst the original concessionaires, at Port Arthur? Any Russian merchant or other resident of that place who would propose such a thing to the Russian Admiral or Governor would, we suspect, have a very bad half hour. The whole proposition is too absurd to need further demonstration and we write this warning, very reluctantly, to put the British authorities upon their guard at Weihaiwei. It is not pleasant, or congenial, or we may add profitable, work, but as a public news-

paper with a sense of its duties, where duty is owed the *China Gazette* is neither to be cajoled nor threatened into silence where silence, with the knowledge we have obtained of this very clever move, would be scarcely consistent with our duty. The question whether there is gold or not at Weihaiwei does not concern us; we have no interest in it whatsoever. The Chinese have carried on petty washing operations between Kozanko and Loto-ko and Weihai for centuries. But whether it exists in paying quantities for European methods of working is another matter, an experiment which we have not the slightest wish to try to share in. There may or there may not be gold there, but we are very sceptical about the hills and rivers, surrounding the harbour, proving another Klondyke, as over sanguine or interested persons may represent it to be. We have no doubt that most of those who want the concession, really believe it is a grand affair, but we rather fancy our Russian friends, who have put their money into the venture, do not care very much whether there is paying gold in it or not. What they want is to get a foothold inside Weihaiwei, knowing that the British Lion is the most stupid and purblind of beasts. The subtlety on the one side and the sweet simplicity on the other hand make a really touching picture, but we hope it won't deceive the British authorities. We can scarcely imagine that these respected Russian official's connection with the Syndicate is known to Admiral Seymour or Commissioner Gaunt, and it is chiefly to the attention of these two officers that we direct our remarks in the hope that they will very carefully scrutinise all applications for concessions or leases or rights of any kind inside the extremely important zone around the harbour of Weihaiwei. As a general principle, however, we may state in conclusion that if mining is permissible there at all, we think it should not be given as a monopoly to any one group of speculators, but the practise followed in India and Burmah, namely small claims on short leases and royalties should be adopted, and none but British subjects should be allowed to take up claims or work them inside such a highly important strategic sphere.

—*China Gazette*.

#### SE-SATIONAL CASE AT THE SHANGHAI MIXED COURT.

An important case was heard at the Mixed Court Shanghai, on the 12th March, before the magistrate, Mr. Weng, and the British Assessor, Mr. Mayers. It appeared that about three months ago a well-known Chinese merchant connected with export shipping and who is also compradore of the Indo-China steamer *Suiwo*, named Kin Chen-piao, discovered that his concubine, whom he had bought some nine years ago and who had born him a son and a daughter, had been having illicit relations with a notorious actor named Kao Chai-yuen. The injured husband's first discovery of how affairs stood was on the night of the 17th of February last. Happening to return home where both his wife and concubine lived, the former in the upper floor and the latter in the ground floor, and entering first the concubine's room he thought he heard a rustling noise in a back room as if someone were there. He at once entered the room and detected part of a man's dress appearing from a corner of the room where some boxes happened to be. He then rushed to the spot and collared the betruder, whom he recognised as the actor Kao Chai-yuen whom he had often seen on the stage of the Fukien Road theatre. But the moment Kin held the actor, the latter let fly and struck him full on the nose and so effected his escape. The second time Kin discovered the presence of the actor in his (Kin's) house was on the night of the 19th of March last. About midnight that day while engaged in his hong in giving instructions about the shipping of goods away, Kin's ricksha coolie came up to him and said that this concubine had been complaining about being ill and had sent him (the ricksha coolie) to request Kin to return home as soon as possible. Kin accordingly did so, and upon knocking at the back door for entrance to his house was sur-

prised to find that it was the concubine who opened the door for him apparently appearing to be quite well. He at once asked her how she was feeling, when she suddenly seized hold of him by the *queue*, pulling him into her room and declared that she was determined to settle matters with him that night, and that she was willing to stake her own life upon the result. By this time she had pushed him to the side of the bed where he sat down, she still keeping a hold of his *queue*. At this moment Kao, the actor, again made his appearance from the back room, this time with a dagger in his hand—so it is alleged—and with a threatening attitude. Kao, backed by the concubine, demanded the release of the woman in his (Kao's) favour together with the two children the woman had born to Kin. Naturally Kin objected, and upon seeing the threatening manner of his assailants he set up a cry for help. His wife living in the upper storey, heard the cry, and of course came down stairs. In the meanwhile, the ricksha coolie who had been occupied in bringing the ricksha from the back of the house to the front and putting it up for the night in the front alley, came to the front door of the house with his lantern and ricksha cushion with the intention of entering the house. He found the door locked and then, hearing his master's cry for help, struck at the door to get it opened. This Kin's wife did and the two rushed into the concubine's room. As soon as the coolie saw help come the ricksha coolie declared that he saw the former put the dagger into its sheath in the region of his trousers. Having done so the actor rushed for the front door and again escaped. After this outrage Kin reported the matter to the police and got the former Mixed Court Magistrate, Mr. Cheng, to issue a warrant, which having been signed by the Sen or Consul, the actor was arrested to await his trial. As this was a purely Chinese case, naturally it was tried by the Assistant Mixed Court Magistrate in the evening alone, when the accused was given 200 blows, and sentenced to a year's imprisonment, at the end of which he was to be deported to Tientsin—a very mild sentence in the eyes of the Chinese law, considering the circumstances of the case. Knowing the desperate character of the actor, Kin spoke to his masters, the managers of the Indo-China Co., and a request was sent to the Superintendent of Police, asking that the prisoner be confined in the Municipal Gaol, as confinement in the Mixed Court prison was mere "child's play." This accordingly was done, while the concubine was confined in the Female Refuge to await future disposition.

This confinement of a prisoner in the Municipal Gaol, where no Foreign Assessor had been present at the trial, was therefore, made the plea for a re-trial before an Assessor; and Mr. H. P. Wilkinson appeared yesterday morning on behalf of the prisoner; Mr. E. Nelson (Messrs. Stokes and Platt) appearing on behalf of the injured husband. There was an attempt made by the prisoner's Counsel to upset the evidence given, as above, in the first trial before the Assistant Magistrate, but it was not successful, while the magistrate, Mr. Weng, agreed that, being a purely Chinese case the prisoner should have been sent into the native city to be confined and not sent to the Municipal Gaol. But, as he remarked sarcastically, the first sentence was rather too light and he and the City Magistrate would see to it that the prisoner should get his deserts according to Chinese law. The case was therefore decided to be sent to the native city, where, if the prisoner be unable to make good his defence, the chances will be that his sentence will be made much heavier.—*N. C. Daily News*.

#### THE MINERAL WEALTH OF JAPAN.

##### AN OPTIMISTIC REPORT.

Mr. Watanabe, the Director of the Mining Bureau, has been giving his opinion of the mineral wealth of Japan to some of the vernacular journals. The conclusion he has come to, which will surprise most people, is that the soil of the Empire is so rich in minerals of various descriptions that it has no equal in the world. Coal, gold, silver, copper, iron, zinc, lead and all the other minerals, are, he says, almost all found in the Empire, and not only is the variety of minerals large, but their

deposit is inexhaustible. This very optimistic summary of Japan's wealth may be open to contradiction, and it is to be noted that Mr. Watanabe acknowledges that most of the minerals still remain undeveloped. Of the minerals produced in Japan, coal is most largely exported, copper ranking second. With regard to this last-named mineral it appears that since the formation of a syndicate in 1890, the price of copper has been maintained, and the output has continued to increase yearly. The quotations, which ruled at yen 21 to yen 22 per picul two or three years ago, have now risen to yen 34 and yen 35, and consequently the copper mines are paying well, though working expenditure has largely increased in consequence of a general rise in prices.

Mr. Watanabe looks with considerable disfavour on the substitution of petroleum for coal, and thinks the advantages of the change have not yet been proved. The appearance of liquid fuel as a competitor may, however, he thinks, act as a stimulant to the production of coal.—*Kobe Chronicle*.

#### CAN THE CHINESE PROGRESS?

##### A SYMPOSIUM.

This was the title of a paper by Mr. before the Shanghai Literary and Debating Society on the 10th May. There was a very large attendance.

Mr. Byron Brenan, C.M.G., H. B. M.'s Consul-General, who presided briefly introduced Mr. Bourne, who first gave a very lucid definition of progress as distinguished from change. The Chinese, he said, can only judge of progress from the amount of human happiness which it brings them, and of that their ideas are totally different from ours. He showed how the ways of the oriental were not our ways, how the western and the Asiatic were so utterly dissimilar, which was proved in the case of India where, after the very extended relations of the English and the Indian races we were as far off as ever from understanding them, and it had even been confessed by an official having thirty year's experience to his credit that the feeling of friendliness between the English and the Indian seemed to be not only not advancing, but actually dying out. So with the Chinese, when we talk of progress they cannot grasp what we mean and we cannot appreciate what they feel. Progress, western progress to the Chinese appeared to be not only undesirable, but positively dangerous. No one conversant with the very outlines of Chinese history could reasonably deny that where had not been change. There certainly had been changes of government, but always with the same institutions. Mr. Bourne then showed how reform from below, from the mass of the Chinese people was impossible; reform from above was at present equally out of the question; and he described just how the government was constituted, how officialdom was a close corporation, how it was difficult to get into; but when once a member of this close corporation the mandarin was bound to consider the interests of himself and his class to the exclusion of everything else. War, Mr. Bourne, believed brought out national qualities and strengthened national character as nothing else did, and he thought China had paid a very heavy penalty for her long immunity from serious war. The Emperor of China, too, was a notable example of the observance of the doctrine of Divine Right of Kings, and with a really strong Emperor upon the throne and a strong aristocracy behind him there would be some hope for China, but under the present system, which had been sanctioned by the traditions of great antiquity progress could not possibly be looked for. There was no written law, no power of election and of dismissal as in the West; the administration of the law was not according to the hard and fast lines of the written law of Europe and America. It was a matter of caprice. The district magistrate was all-powerful, he was appointed for three years, to make as much money as he could and go somewhere else for another three years, to make more money. On such a rotten foundation no stable structure could be erected. Then the Chinese idea of education is totally different from ours. Whereas we endeavour to make a

man morally as well as intellectually better, the Chinese idea is that if a man is made sharp so that he may succeed in getting the better of his fellows that he is *per se* morally better. Intellectually the Chinese were in no way inferior to the occidental. The average Chinese boy learned, he believed, much quicker than the average English boy, but there was no effort made to teach morality as we knew it, there did not seem to be the capacity for it; the Chinese seemed to be wanting the moral backbone of the western people. What they wanted were leaders and good government. Government making for progress could only come from a strong ruler, who should establish a code of written law in the courts of justice. This as in the day of Shih Huangti was one of the very things that the unfortunate reformers who were recently executed endeavoured to obtain. He had been asked, and the question was a very natural one, why, with the example of the Japanese before the world, the Chinese were not capable of doing likewise, but he had answered that by showing how very different were the social institutions of Japan, where old feudal aristocracies with a high standard of honour, courage and discipline had existed for a very long period as compared with the age of western history, and how communities of men in Japan were led by strong men who were natural leaders of the people; whereas in China this was not so. The Japanese when determined on revolution took definite and uncompromising action to that end, and the people followed them. There was no such class in China. There was an official class, but it was to the interest of that class to keep the people as they were. Concluding, he said that if progress in China was to come, it must have a strong Emperor and a strong aristocracy.

Mr. Kingsmill went back to early times in Chinese history referring to the Han dynasty when the people were then more or less in a state of consideration of adoption of general reform.

Rev. J. C. Ferguson believed that China had progressed, but it should not be forgotten that she was a huge mass which in the nature of things was slower to move, but which moved nevertheless. Judged by two or three standards China had progressed, and this was to be seen in the extension of Chinese commerce beyond provincial boundaries, beyond even the Empire itself. The standard of education was, too, very much higher, than formerly and the tendency was upward all the time.

Dr. Muirhead asked: Could the Chinese progress? and he answered it in the decided affirmative, for they had capacities and powers equal to our own, and only needed to be placed in right circumstances for the development of those powers. Without these circumstances they must remain as they are. What China wanted was Christianity, that power which had lifted the nations of the west and would most assuredly elevate the Chinese.

Dr. Edkins thought the Chinese had not only shown that they could progress and but that they had progressed and notably in the matter of population, for in the Ming dynasty the population was set down at 60,000,000, whereas now it was 400,000,000.

Mr. Hodges thought the Chinese had not the characteristics which made for permanent reform.

Rev. Timothy Richard believed that with foreign aid and guidance China would and could progress. Once she could count on foreign support she would advance readily enough.

Rev. C. E. Darwent, like Rosa Dartie "wanted to know." He wanted to learn whether the Chinese could progress as individuals or as a nation. It was in the former respect that he would prefer to have heard Mr. Bourne. He thought with the examples of western training of other races such as the Australian black children, the Indians and some others before them that the Chinese, if caught young, could progress.

Mr. Bourne in reply said that the Chinese as a nation might not exist, but the people would ever remain. They lacked moral power to organise. No one trusted his neighbour and there was none, and there appeared to be no signs of anyone being a leader and ruler of men among them. Progress, he held, as was proved by the history of the world, came from above,

and in China it must come from above, from the throne, while China remained as she was.

Mr. J. P. Donovan proposed a vote of thanks, which was very cordially carried.—*Mercury.*

#### CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The Miut is at present busily engaged in the coining of cents of the same size as the Hongkong cents to relieve the scarcity of copper cash, which grows scarcer and dearer day by day.

The Viceroy has sent Colonel Shik with three hundred soldiers of the Kwongngai garrison to be stationed at the boundary between Tungkun and Sunon districts for the preservation of order, it being feared that some bad characters may get over from Tungkun to Sunon to give trouble.

With regard to the recent outbreak of rebellion in Chiuchow, five hundred soldiers were conveyed by the gunboat *Kwongkam* on the 8th inst. to Lukfung, which is the head quarters of the rebels, as reinforcements to the soldiers under the charge of a military officer named Pak that were sent there some time previously.

The Viceroy has commenced to increase the number of soldiers at the different forts of Kwangtung in compliance with the secret order of the Empress Dowager. One thousand Banner soldiers have recently been sent by the Tartar General and one thousand Canton soldiers by the Viceroy to the Tiger Pass, and two thousand soldiers have been selected from the garrisons under the command of General Liu Yung-fu to be sent to the forts in Ngahmoon, on the West River.

The Canton Government has received an Imperial order from Peking to contribute one hundred thousand dollars from the Treasury of Canton to the funds for the conservation of the Yellow River. The order has been promptly obeyed.

#### HONGKONG.

The Right Rev. Bishop Hoare returned from Foochow by the Douglas steamer *Thale*.

There were 1,970 visitors to the City Hall Museum last week, of whom 193 were Europeans.

The appointment of Police Sergeant R. Fenton to be an Inspector of Nuisances is gazetted.

The *Haimun* berthed alongside the Douglas Wharf on the 18th May being the first of the Company's steamers to be brought alongside.

The death rate last month was, for the British and Foreign community, civil population, 17.4, and for the Chinese community, 21.1.

The stamp revenue last month amounted to \$30,811, being an increase of \$3,470 on the amount collected in the corresponding month of 1898.

At the Magistracy on 16th May Reginald Hopkins, who is charged with embezzlement, was again brought up and remanded for another week.

The Italian chartered transport *San Gottardo* arrived on 16th May from Naples with supplies and details for the Italian squadron in the Far East.

Captain Nesbitt, of the *Zweena*, which arrived from Iloilo on the 18th May reported that on the 15th inst. he passed a full-rigged ship abandoned at Apo Reef, Minoru Strait.

The return of the number of cases of communicable diseases notified as occurring in the colony last week is as follows:—Bubonic plague, 89 cases, 69 deaths; enteric fever, 1 case; puerperal fever, 1 case.

The American gunboat *Bennington*, which arrived recently from the Philippines, has gone into dock, having damaged herself somewhat by running on to a reef while chasing a filibustering vessel near Iloilo.

The policing of the new territory is being rapidly pushed forward. The latest station is on the frontier near Shang Shui, where 14 Indian constables and 50 men of the Hongkong Regiment have been sent.

It is notified in the *Gazette* that the 22nd inst., being Whit Monday, is to be observed as a holiday in the Government departments; also that the Queen's birthday is to be celebrated on Wednesday, 24th inst., which day will therefore be a public holiday.

The Rev. Father Vigano left for home on 17th May. He has, we regret to say, been in indifferent health for some time which is past, the reason of his taking a holiday. We wish the Rev. Father a speedy and complete recovery. It is his intention to return in about twelve months if his health permits.

Three cases of plague occurred on board the *Kutsang* on her voyage from Hongkong to Singapore, where she arrived on the 8th May. All three cases were fatal, the victims dying on the 5th, 7th, and 8th respectively. There were over 700 Chinese coolies on board, who were all landed at the quarantine station.

A notification appears in the *Gazette* ordering that an additional rate of two per cent. per annum, to take effect from July 1st, 1899, be levied on the villages of Hunghom, Mongkok, Chaiwan, Wongneichung, Pokfulam, North Point, and Tai Han, in consequence of the destruction of trees in those places and their neighbourhood.

A special session of Her Majesty's Justices of the Peace was held on 16th May in the Justices' Room at the Magistracy for the purpose of considering "an application from one James Edwards for a Publican's licence to sell and retail intoxicating liquors in a bungalow situate at Tai Wan in this colony under the sign of the Sea View Hotel." The consideration of the application was, however, adjourned.

M. J. Hess, of the staff of the *Figaro*, arrived from Haiphong on 15th May by the *Hué*. M. Hess has visited the Far East on two previous occasions, once sixteen years ago and again ten years ago. On his present tour he has visited Siam, where he had an interview with the King, and from there he went on to Cochinchina and Tonkin. From Hongkong he goes on to Peking to report to his paper on the great China question.

Shortly before eight o'clock on 15th May it was reported to the police that a Chinaman had committed suicide by hanging himself from a tree on the embankment in Robinson Road not far from Breezy Point. A Sergeant and constable accompanied the informant to the spot indicated and found the story correct, the man having apparently been hanging for some time. The body was at once cut down and placed in a dead box which the police had taken with them. The body was apparently that of a servant about 30 years of age.

The mail despatched from Hongkong to London on the 13th May contained the following correspondence:—Letters posted in Hongkong, 7,527 covers, 9,560 1/2 oz. rates, weight 192 lb. 7 oz.; posted elsewhere, 3,245 covers, weight 114 lb.; soldiers and seamen's letters posted in Hongkong, 153, weight 2 lb. 7 oz. Post cards posted in Hongkong, 41 single, 1 reply, weight 5 1/2 oz.; posted elsewhere, 82 single, weight 9 1/2 oz. News, books, samples, etc., posted in Hongkong, number of 2 oz. rates 3.298, weight 296 lb. 12 1/2 oz.; posted elsewhere, weight 266 lb. 5 oz. There were also one bag from the *Tamar* weighing 22 lb. 4 oz. and one bag from the Governor weighing 4 lb. 8 oz.

The following Government notification was issued in a *Gazette* extraordinary on 18th May:—His Excellency the Governor has been pleased to make the following appointment as from the 10th instant and until further notice, namely:—The Honourable James Haldane Stewart Lockhart, C.M.G., to be, and to perform the duties and exercise the jurisdiction of, a Police Magistrate and Justice of the Peace within the additional Territories acquired by the Colony under the provisions of a Convention, dated the 9th day of June, 1898, between Her Majesty Queen Victoria and His Imperial Majesty the Emperor of China.

Mr. J. Edwards having obtained a lease from the Government, and having erected a commodious mat-shed at Tai Wan Bay, has commenced to run a steam launch at 5.15 p.m. from the New Stone Pier at the foot of Pottinger Street every day during the bathing season. Tai Wan Bay is a pretty little spot near the corner of Kowloon Bay—just behind the docks

and is an admirable place for bathing. It is, however, well worth visiting now and then independent of this, as a splendid view of Hongkong and British Kowloon is obtained from the hill behind. Being within easy reach of the city, there is ample time to go out, have a bathe, and return by a quarter-past seven. This

"pot is, in consequence, much more convenient than Waterfall Bay, besides being more picturesque. In his circular announcing his venture Mr. Edwards quotes Dr. P. B. C. Ayres, who in one of his annual reports said:—"The cause of much sickness among the middle and poorer class of Europeans is the absence of all means of recreation. If some means could be adopted for daily trips in steam-launch with sea bathing it would mean the alleviation of much suffering among the people that have to spend their days during the summer months in the office and the nights in miserable tenements that are only fit for Chinese, and I believe it would be the cause of a great reduction in the annual death rate." Mr. Edwards is endeavouring to get a liquor license for the place, which is well suited for one, the mat-shed including comfortable rooms and a bar.

The water account for last year is published in the *Gazette*. The total receipts were \$135,413, and the balance of receipts over expenditure was \$18,827. The water rates in the Hill District amounted to \$2,592, and a sum of \$1,873 is entered against the Peak under "Amounts rendered to Treasury," which presumably represents the charge made for excess consumption or for water supplied under special agreement. This gives a total of \$4,465. The expenditure in connection with the supply to the Hill District is not separately stated, but we believe the cost of pumping alone amounts to between ten and twelve thousand dollars a year, or more than twice the total amount paid by the Peakites. The balance has to come out of the rates contributed by the less fortunate dwellers on the lower levels. And, furthermore, while the said less fortunate dwellers on the lower levels are put on short allowance during periods of scarcity the full supply is maintained at the Peak. In this instance the Government gives a literal application to the passage of scripture "To him that hath shall be given." The Peakites are very well able to pay the full cost of their water supply.

From the Shanghai papers we learn that that notorious scoundrel Yu Shui-wan has been appointed to assist in the delimitation of the Shanghai Settlement extension. Some years ago Yu was engaged in a suit in the Supreme Court of Hongkong in which he tried to gain possession of property belonging to his sister, Sir Fielding Clarke, who tried the case, gave orders for his committal on a charge of perjury, but while the warrant was being made out Yu slipped away and succeeded in concealing himself until the evening, when he left the colony disguised as a coolie. He was at that time engaged in a solicitor's office in Hongkong, but held mandarin rank in China, and he has since been in Chinese official employment in the North. On one occasion when Sir Nicholas Hannen had to conduct an enquiry jointly with a Chinese official Yu was the official appointed, but Sir Nicholas declined to meet him, and the Chinese authorities had to appoint another delegate. It is to be hoped that a similar course will be adopted on the present occasion, assuming Yu to be the man we suppose him to be and that a similarity of names has not caused a confusion of identity.

### COMMERCIAL.

#### TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.		1898-99	1897-98
		lbs.	lbs.
Hankow and Shanghai	12,291,214	15,357,29	
Foochow	12,682,534	12,160,03	
Amoy	688,318	685,651	
Canton	5,183,948	6,039,514	
	30,846,014	34,243,163	

#### EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Shanghai	16,621,547	20,836,400
Amoy	15,036,413	15,861,506
Foochow	9,178,280	7,740,345
	40,836,240	45,478,454

EXPORT OF TEA FROM CHINA TO ODESSA			
	1898-99	1897-98	
	lbs.	lbs.	
Shanghai and Hankow	22,783,272	19,462,293	

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.			
	1898-99	1897-98	
	lbs.	lbs.	
Yokohama	25,944,170	26,826,182	
Kobe	18,948,634	16,732,118	
	39,890,804	43,558,30	

#### SILK.

SHANGHAI, 18th May.—(From Messrs. A. R. Burkhill & Son's Circular)—Home telegrams report the markets easier, with Blue Elephants at 12/0 and Gold Kiling at Fcs. 324. Raw Silk.—Dealers with a view to covering their heavy contracts for new Silk at a profit have depressed the market to Tls. 515 for Gold Kiling, and at this figure a fair business has been done. The weather is favorable and everything seems propitious for a good crop. Contracts have been made during the week to extent of 1,250 bales Teatles; mostly for delivery July/August. Yellow Silk.—Nothing doing. Arrivals, as per Customs Returns, 6th to 12th May, are: 120 bales White, 34 bales Yellow and 215 bales Wild Silk. Re-reels and Hand Filatures.—Mars Chop, old cargo, has been done at Tls. 6/0. Steam Filatures.—A contract has been made for 13/15 deniers Chingwuh 1 and 2 at Tls. 8/0 avg. price, and also for Kinlun Double Horse at quotations below. The Export of Steam Filatures to date is as follows: England 156 bales, France 4,361 bales, America 2,923 bales. In Wild Silk, a contract has been made for Tussah Filatures, 4 Cocoons, at Tls. 280. Waste Silk.—Nothing doing, no stocks. Pongees.—We hear of the settlement of: in. yds. oz. at Tls. 1,000 pieces Shantung 19 by 19 by 23/4 ... 4.20 Pongees, .....

#### EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99	1897-98
	bales.	bales.
Shanghai	5,210	50,482
Cuiton	32,020	23,284
Yokohama	19,041	18,140
	116,271	91,996

#### EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1898-99	1897-98
	bales.	bales.
Shang' ai	11,446	12,564
Canton	10,176	11,463
Yokohama	28,796	32,279
	50,418	56,306

#### CAMPHOR.

HONGKONG, 19th May.—A further heavy fall in prices has to be reported. Quotations for Formosa are \$62.00 to \$65.00. Sales 200 piculs.

#### SUGAR.

HONGKONG, 19th May.—Prices have further advanced owing to smallness of stocks. Quotations are:—  
Shekloong, No. 1, White... \$7.85 to \$7.90 " per  
do. " White... 7.30 to 7.35 " "  
Shekloong, No. 1, Brown... 5.15 to 5.20 " "  
do. " 2, Brown... 5.00 to 5.05 " "  
Swatow, No. 1, White... 7.75 to 7.80 " "  
do. " 1, White... 7.20 to 7.25 " "  
Swatow, No. 1, Brown... 5.05 to 5.10 " "  
do. " 2, Brown... 4.90 to 4.95 " "  
Foochow Sugar Candy... 11.10 to 11.13 " "  
Shekloong " ..... 9.95 to 10.00 "

#### MISCELLANEOUS EXPORTS.

Per Norw. steamship *Lis* sailed on the 21st April. For New York—1,470 rolls matting, 800 bales and 150 boxes cassia, 1,144 slabs tin, 90 boxes essential oil, 10 boxes cassia oil, 27 cases blackwoodware, 1,169 packages merchandise, 1 case cigars, 10 cases earthen and rattanware, 80 bales rattancore, 73 cases China-

ware, 15 cases human hair, 50 cases ginger, 35 case litho. paper, 2 boxes type writers, 2 cases brass bell & woodenstand, 500 bales hemp, 10 cases product samples, 938 packages firecrackers, 4 cases bristles, and 350 packages preserves.

Per steamer *Serbia*, sailed on the 26th April. For Beyrouth:—17 cases glassware. For Havre:—3 bales matting, 5 cases human hair, 78 bales cane, and 120 bales bambooware. For Havre and/or Hamburg:—2 cases feathers. For Havre and/or Hamburg and/or London:—40 cases bristles, 100 cases camphor, and 315 cases preserves. For Hamburg:—1 case private effects, 1 case Chinaware, 1 case pictures, 2 cases feathers, 88 rolls matting, 150 bales canes, and 1,250 boxes tea. For Lisbon:—7 cases Chinaware.

Per P. & O. steamer *Ballaarat*, sailed on the 29th April. For Glasgow:—10 packages private effects, curios. For Manchester:—541 bales waste silk. For London, opl. Manchester:—155 bales waste silk, For London:—1,798 packages tea and 22 packages feathers from Foochow, 4 cases cigars from Manila, 2,516 boxes tea (52,36 lbs. Congon), 400 bales waste silk, 45 bales raw silk, 2 cases silks, 1 case Chinaware, 5 cases bristles, and 4 cases marine stores. For Marseilles:—3 cases silks, 3 bales punjum waste silk, 1 case feathers, and 114 bales raw silk. For Lyons:—420 bales raw silk.

Per steamer *Savoia*, sailed on the 4th May. For Suez:—10 cases cassia and 150 packages tea. For Havre:—6 boxes feathers, 16 boxes human hair, 50 boxes bristles, 82 boxes Chinaware, 200 boxes palm-leaf fans, and 207 packages canes. For Havre and/or Hamburg:—4 cases human hair. For Havre and/or Hamburg and/or London:—25 bales feathers. For Hamburg:—1 case China ink, 2 cases silks, 3 cases bambooware, 4 cases cigars, 21 cases Chinaware, 28 cases crackers, 78 rolls matting, 92 cases bristles, 181 bales feathers, and 750 cases cassia. For Hamburg and/or Antwerp and/or London:—3 cases bristles and 15 cases essential oil. For Antwerp:—75 bales bamboos. For Rotterdam:—32 cases shells and 40 bales tobacco. For Lisbon:—4 cases Chinaware.

Per P. & O. steamer *Catania*, sailed on the 5th May. For New York:—5 cases blackwoodware, 7 cases human hair, 10 cases broken cassia, 12 cases cantherides, 48 cases Chinaware, 50 casks preserves, 65 cases bristles, 90 packages canes, 140 essence tial oil, and 1,474 cases merchandise.

Per steamer *Ernest Simons*, sailed on the 6th May. For France:—446 bales raw silk, 50 bales waste silk, 7 cases silk piece goods, 7 cases curios, 50 star aniseed, and 5 packages canes. For London:—1 cases silks.

#### OPIUM.

HONGKONG, 19th May.—Bengal.—There has been an improvement in the market during the interval and prices have advanced, current quotations being:—New Patna \$710, old Patna \$762, New Benares \$727, and old Benares \$775.

Malwa.—There has been little doing during the past week and rates have undergone a further decline for some qualities. Latest figures are:—

New Malwa \$700 with all'ce of 1/4 to 3 catty. Old (2 yrs.) \$720 " 0 to 2 " "  
(3/4) \$760 " 1 to 1/4 " "  
(5/6) \$770 " 1 to 1/4 " "  
(7) \$810 " 4 to 24 " "  
(8) \$840 " 0 to 2 " "

Persian.—There has been a very brisk demand, and a large business has been done in Paper-tied Opium of the superior qualities and rates have advanced. There has been no demand for Oily Opium. Closing rates are:—Oily \$65 and Paper-tied \$650 to \$765 according to quality. To-day's stocks are estimated as under:—

New Patna	375 chests
Old Patna	964 "
New Benares	160 "
Old Benares	63 "
Persian	1,020 "
Malwa	600 "

## COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.	\$	\$	\$	\$	\$	\$
May 18	745	765	735	765	700	
May 14	747	767	740	767	700	
May 15	747	767	740	767	700	
May 16	745	767	737	767	700	
May 17	745	767	737	767	700	
May 18	740	765	727	775	700	
May 19	740	763	727	775	700	
					720750/770/80/840	

## RICE.

HONGKONG, 19th May.—The new crop prospects continue favourable and a further decline in prices has to be noted. Quotations are:—

Saigon, Ordinary	\$2.15 to 2.20
" Round, good quality	2.57 to 2.60
" Long	2.86 to 2.90
Siam, Field, mill cleaned, No. 2	2.9 to 2.95
" Garden, " No. 1	3.05 to 3.10
" White	3.53 to 3.58
" Fine Carg	3.75 to 3.80

## MISCELLANEOUS IMPORTS.

HONGKONG, 19th May.—Among the sales reported during the week are the following:—

**YARN AND PIECE GOODS**—**Bombay Yarn**—1,850 bales No. 10 at \$61.50 to \$76, 700 bales No. 12 at \$71 to \$76.5, 350 bales No. 16 at \$79 to \$81.5, 650 bales No. 20 at \$78 to \$84. **Grey Shirtings**—500 pieces 10 lbs. Blue 5 Men at \$3.74, 50 pieces 10 lbs. Red 5 Men at \$3.82. 500 pieces 10 lbs. Blue Dragon at \$3.92. **White Shirtings**—250 pieces 600 at \$4.42, 150 pieces Gold Tiger at \$6.10, 250 pieces No. 600 at \$4.42. 150 pieces Gold Tiger at \$6.10, 500 pieces 2 Eagles at \$3.40, 50 pieces L. K at \$4.30, 400 pieces Blue Lion at \$5.95, 150 pieces Blue Tiger at \$6.10, 1,000 pieces Blue Dragon at \$5.07. **T. Cloths**—600 pieces 8 lbs. Mex. X. M. at \$2.4; 300 pieces 8 lbs. C. C. at \$3.07, 375 pieces 8 lbs. Mex. Dragon at \$2.70. **Black Velveteen**—24 pieces Blue Stag at \$0.18. **White Irishes**—50 pieces, folds, Gold Horse, at \$4.55, 250 pieces, folds, Gold Horse, at \$4.55, 250 pieces, folds, Gold Horse at \$1.28. **Victoria Lawns**—3,000 pieces Girl Chop at \$0.48.

**METALS**—**Tin Plate**—40 cases at \$6.75 to arrive. **Wire nails**—300 piculs Iron at \$6.35.

## COTTON YARN

	per hale
Bombay—Nos. 10 to 20s.	60.0 to 91.00
English—Nos. 16 to 24	101.0 to 108.00
" 22 to 24	106.0 to 110.00
" 28 to 32	114.00 to 120.00
" 38 to 42	125.00 to 131.00

## COTTON PIECE GOODS

	per piece
Grey Shirtings—6lbs.	1.70 to 1.80
7lbs.	1.92 to 2.00
8.4 lbs.	2.35 to 3.10
9 to 10 lbs	3.25 to 3.87
White Shirtings—54 to 56 rd.	2.3 to 2.50
58 to 60 "	2.70 to 3.35
64 to 66 "	3.50 to 4.35
Fine	4.35 to 7.05
Book-folds.	3.75 to 5.65
Victoria Lawns—12 yards	0.66 to 1.35
T-Cloths—6lbs. (32 in.), Ord'y.	1.52 to 1.72
7lbs. (32 ")	1.85 to 2.10
6lbs. (32 "), Mexs.	1.62 to 1.82
7lbs. (32 ")	2.10 to 2.75
8 to 8.4 oz., (36 in.)	2.35 to 3.20
Drills, English—40 yds., 14 to 16lbs	3.65 to 6.35

## FANCY COTTONS

Turkey Red Shirtings—14 to 8lbs.	1.60 to 4.75
Brocades—Dyed	3.00 to —

Damasks	0.12 to 0.16
Chintzes—Assorted	0.08 to —

Velvets—Black, 22 in.	0.19 to 0.40
Velveteens—18 in.	0.17 to 0.18

Handkerchiefs—Imitation Silk	0.25 to 1.25
WOOLENS	per yard

Spanish Stripes—Sundry chps.	0.60 to 1.50
German	— to —

Habit, Med., and Broad Cloths	1.00 to 2.25
per piece	

Long Ells—Scarlet	6.25 to 9.50
Assorted	6.35 to 9.60

Camlets—Assorted	12.00 to 32.00
Lastings—30 yds., 31 inches, Assorted	9.00 to 20.00

Orleans—Plain	7.50 to 9.00
per dozen	

## THE HONGKONG WEEKLY PRESS AND

## COURSE OF THE HONGKONG OPIUM MARKET.

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**DOCKS, WHARVES, AND GODOWNS.**—Hongkong and Whampoa Docks, with a continued demand and few shares obtainable, have further improved their position to 381, after small sales at 375 and 380 per cent. prem. for cash and 385 for June; the market closes at 381 per cent. prem. steady. Kowloon Wharves continue out of the market with no business to report. Wanchai unchanged and without business.

**LANDS, HOTELS, AND BUILDINGS.**—Hongkong Lands have been enquired for at \$81 and \$81 $\frac{1}{2}$ , the demand leading to only a small business. Hotels have changed hands at \$87 and are obtainable at that rate. Humphreys have found buyers in fair lots at \$10 for cash and forward at higher than an equivalent rate. West Points remain steady and unchanged with a small business.

**COTTON MILLS.**—No business to report. The quotations for the Northern Mills are taken from the latest Shanghai circulars.

**MISCELLANEOUS.**—Watsons have changed hands at \$14.25, Star Ferries at \$13 $\frac{1}{2}$ , Fenwicks at \$36, and Electrics at \$11.75.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS
<b>Banks—</b>		
Hongkong & S'hai...	\$125	\$493.50, buyers
China & Japan, ordy.	24	9 $\frac{1}{2}$ p. ct. prem. =
Do. deferred	21	5.5s.
Natl. Bank of China		
B. Shares .....	28	\$72, sellers
Foun. Shares...	21	\$72, sellers
Bell's Asbestos E. A...	21	—
Campbell, Moore & Co.	\$10	\$0 $\frac{1}{2}$ , sellers
China Prov. L. & M...	\$10	\$7, sellers
China Sugar .....	\$100	\$74, sellers
<b>Cotton Mills—</b>		
Ewo.....	Tls. 100	Tls. 70
International .....	Tls. 100	Tls. 70
Laou Kung Mow ...	Tls. 100	Tls. 75
Soychee .....	Tls. 500	Tls. 350
Yahloong .....	Tls. 100	Tls. 55
Hongkong .....	\$100	\$84, sellers
Dairy Farm .....	\$6	\$4 $\frac{1}{2}$ , buyers
Fenwick & Co., Geo...	\$25	\$6, sales & buyers
Green Island Cement...	\$10	\$4 $\frac{1}{2}$ , buyers
H. & C. Bakery .....	\$50	\$31
Hongkong & C. Gas ...	210	\$6, buyers
Hongkong Electric ...	\$10	\$11 $\frac{1}{2}$ , sal. & buyers
H. H. L. Tramways ...	\$100	\$42
Hongkong Hotel .....	\$50	\$57, buyers
Hongkong Ice .....	\$25	\$112, sales
H. & K. Wharf & G...	\$50	\$6
Hongkong Rope.....	\$50	\$170, sellers
H. & W. Dock .....	\$125	88, p. ct. prem. =
<b>Insurances—</b>		
Canton.....	\$50	\$42, sellers
China Fire .....	\$20	88, buyers
China Traders' .....	\$25	\$8, buyers
Hongkong Fire .....	\$50	\$124
North-China .....	\$25	Tls. 1 $\frac{1}{2}$ 0
Straits .....	\$20	84, sellers
Union .....	\$50	\$23, buyers
Yangtze .....	\$60	\$14, sellers
<b>Land and Building—</b>		
Hongkong Land Inv.	\$50	\$41 $\frac{1}{2}$ , buyers
Humphreys Estate...	\$10	\$10, sellers
Kowloon Land & B.	\$30	\$4, buyers
West Point Building	\$40	\$8, buyers
Luzon Sugar .....	\$100	\$8, buyers
<b>Mining—</b>		
Charbonnages .....	Fcs. 250	\$180, sellers
Gt. Estn. & C'lonian	\$5	\$4, sellers
Do. Preference...	\$1	\$1.05
Jelentu .....	\$6	\$10, sellers
Queens Mines Ld...	25c.	50 cts, sellers
Liver's Mines, A....	\$5	\$4, sellers
Do. B.....	\$3	\$4, sellers
Punjom .....	\$6	\$74, sellers
Do. Preference.	\$1	\$6.00
Raubs .....	15s. 10d.	\$6 $\frac{1}{2}$
New Amoy Dock .....	\$62	\$13 $\frac{1}{2}$
<b>Steamship Cos.—</b>		
China and Manila ...	\$50	\$9, buyers
China Mutual Pref.	£10	£9, 15s, buyers
Do. Ordinary .....	£10	£4, 10s, buyers
Do. Do. ....	£5	£2, 10s, buyers
Douglas Steamship	\$50	\$64, buyers
H. Canton and M...	\$15	\$29 $\frac{1}{2}$ , buyers
Indo-China S. N...	£10	£6,
Star Ferry .....	\$7	\$3 $\frac{1}{2}$ , sellers
Tebrau Planting Co. ...	\$5	\$1, sellers
Do. ....	\$8	\$1, sellers
United Asbestos .....	\$10	\$10, nominal
Do. ....	\$37	\$39, buyers
Wanchai Warehouse...	\$10	\$14.25, sellers

J. Y. V. VERNON, Broker.

**SHANGHAI, 16th May.**—(From Messrs. J. P. Bisset & Co.'s Report).—With exception of Shanghai and Hongkew Wharf shares, there has not been much business done during the week. Banks.—Hongkong and Shanghai Banking Corporation.—Business has been confined to a purchase of cash shares from Hongkong at 290 per cent. premium and the local sale of a few shares at the same rate. Marine Insurance.—Union Insurance shares were sold to Hongkong at \$220. Straits shares are in demand at \$4. Fire Insurance.—No business reported. Shipping.—Indo-China S. N. Co. shares have been offering at Tls. 52, but buyers hold aloof at that price. China Mutual S. N. Co. shares are wanted. Sugars.—Perak Cultivation shares are obtainable at Tls. 50. China Sugar Refining shares were placed for September at \$177. Luzon Sugar Refining shares are quoted \$49 cash. Mining.—Sheridan Con. Mining & M. shares changed hands, and are wanted, at Tls. 4.00. Docks, Wharves and Godowns.—Shares in Boyd & Co. have been sold at Tls. 200, and S. C. Farnham & Co. shares at Tls. 190. Shanghai Dock Ordinary shares changed hands at Tls. 90 cash. Shanghai and Hongkew Wharf shares have been in demand, and a large business was done at Tls. 165 cash, Tls. 167 $\frac{1}{2}$  for May, Tls. 170 for June, Tls. 172 for August, and Tls. 175 for September. Land.—Shanghai Land Investment shares were sold at Tls. 82 $\frac{1}{2}$  and are wanted. Shares in Humphrey's Estate and Finance Company were purchased from Hongkong at \$101 for delivery on 31st August. Industrial.—Shanghai Gas shares changed hands at Tls. 185. Cotton Mills.—Two shares are offering. International shares were sold at Tls. 70. Soy Chee shares are offering. Shanghai Ice shares were placed at Tls. 31. Shanghai Kice Mill shares and American Cigarette shares are wanted. Tug and Cargo Boats.—Cargo Boat shares were placed:—Shanghai at Tls. 156 cash and Tls. 157 $\frac{1}{2}$  for September, and Co-operative shares at Tls. 140. Miscellaneous.—Shanghai-Sumatra Tobacco shares changed hands Tls. 61 cash and Tls. 65 for 31st August. Shanghai-Langkat New shares were sold at Tls. 65. Hall and Holtz shares were placed at \$34, and Central Stores shares at \$11. Loans.—Chinese Imperial Government E. Loan Bonds were placed at Tls. 250. Shanghai Land Investment Debentures were sold, 5 $\frac{1}{2}$  per cent. at Tls. 95 and 6 per cent. at Tls. 90. Six per cent. Debentures are wanted. The Shanghai Gas Company have advertised the issue of a new 6 per cent. Loan for Tls. 100,000, redeemable in not less than 5 nor more than 20 years from 1st June next. Quotations are:—

Hongkong and Shanghai.—\$187.50.  
Bank of China and Japan, defd.—£1.00.  
Do. ordinary.—£6.50.

National Bank of China, Ld.—\$22.00.

**COTTON MILLS,**  
Ewo Cotton Spinning & W. Co., Ld.—Tls. 70.00.  
Hongkong Cotton S. W. & D. Co.—\$5.00.  
International Cotton Man. Co., Ld.—Tls. 70.00.  
Laou-kung-mow Cotton Co., Ld.—Tls. 78.00.  
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.00.

**DOCKS, WHARVES, &c.**  
Boyd & Co., Ld. Founders.—Nominal.  
Boyd & Co., Limited.—Tls. 200.00.  
Hongkong & Kowloon Wharf Company.—\$87.  
Hongkong and Whampoa Dock Co., Ld.—\$571.25.  
S. C. Farnham & Co.—Tls. 190.00.  
Shanghai Engineering S. & D. Co.—Tls. 90.00.  
Shanghai & Hongkew Wharf Co.—Tls. 165.00.

**INSURANCES,**  
Canton Insurance Office, Ld.—\$140.00.  
China Fire Insurance Co., Ld.—\$92.00.  
China Traders' Insurance Co., Ld.—\$61.00.  
Hongkong Fire Insurance Co., Ld.—\$95.00.  
North China Insurance Co., Ld.—Tls. 180.00.  
Straits Insurance Co., Ld.—\$4.00.  
Union Insurance Society of Canton, Ld.—\$220.  
Yangtze Insurance Assocn., Ld.—\$114.

**LANDS.**  
Hongkong Land Invest. & A. Co., Ld.—\$81.00.  
Humphreys Estate and Finance Co., Ld.—\$9.50.  
Shanghai Land Invest Co., (fully pd.)—Tls. 82.50.

**Mining,**  
Punjom Mining Co., Ld.—\$7.50.  
Punjom Mining Co., Ld., pref. shares.—\$1.60.  
Raub Australian Gold Mining Co., Ld.—\$57.00.  
Sheridan Consolidated Co.—Tls. 4.00.

**SHIPPING,**  
China—Mutual preference.—Tls. 72.00.  
Do. ordinary, £5 paid.—Tls. 30.00.  
Co-operative Cargo Boat Co.—Tls. 140.00.  
Douglas Steamship Co., Ld.—\$56.00.  
Hongkong, Canton and Macao.—\$30.00.  
Indo-China Steam N. Co., Ld.—Tls. 52.50.  
Shanghai Cargo Boat Co.—Tls. 152.50.  
Shanghai Tugboat Co., Ld.—Tls. 230.00.

Taku Tug & Lighter Co., Ld.—T. Tls. 75.00.

**SUGAR,**  
China Sugar Refining Co., Ld.—\$169.00.  
Luzon Sugar Refining Co., Ld.—\$18.00.

Perak Sugar Cultivation Co., Ld.—Tls. 47.50.

**MISCELLANEOUS,**  
American Cigarette Co.—Tls. 60.00.

Central Stores, Ld.—\$11.00.

China Flour Mills Co.—Tls. 40.00.

Hall & Holtz, Ld.—\$81.00.

Llewellyn & Co., J., Limited.—\$61.00.

Major Brothers, Limited.—Tls. 40.00.

Shanghai Feather Cleaning Co.—Tls. 400.00.

Shanghai Gas Co.—\$185.00.

Shanghai Horse Bazaar Co., Ld.—Tls. 62.50.

Shanghai Ice, Cold Storage, & Refrigeration Co., Ld. Tls. 31.00.

Shanghai Langkat Tobacco Co., Ld.—Tls. 90.00.

Do. New Issue.—Tls. 65.00.

Shanghai Rice Mills Co.—Tls. 25.00.

Shanghai-Sumatra Tobacco Co.—Tls. 61.00.

Shanghai Waterworks Co., Ld.—Tls. 266.00.

Watson Co., A. S., Limited.—\$14.00.

#### TONNAGE.

**SHANGHAI,** 16th May (from Messrs. Wheelock & Co.'s report).—The past fortnight has been marked by an absence of tonnage for homeward directions, and while that provided for London has been equal to requirements, a large quantity of general cargo has collected for New York, and proved somewhat of a tax on general accommodation. The expected arrival of a steamer to-day will, however, relieve shippers of this inconvenience. Coastwise.—The local companies continue to monopolise the bulk of this business, and we have heard of no changes worthy of note. From Japan to this \$2.40 per ton has been fixed for coal, but, at the moment, rates are considerably easier. For New York via Cape.—The *Sachsen* cleared on the 5th instant, with some 500 tons of wool, braid, etc., leaving the berth vacant. Space might be obtained in a ship at Hongkong, but the through rate would prove prohibitive. It is not likely, however, that the local berth will remain long empty as an offer awaits the first suitable ship open for business. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltimore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Königsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Havre, by Conference Lines, general cargo 4s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 41s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 20s. nominal. New York via Pacific, 1 gold cent per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York via Suez, 27s. 6d. general cargo, 10s. extra for Turmeric, 27s. 6d. for tea, all net. Boston, 35s. general cargo, 10s. extra for Turmeric, 40s. for tea, all net. Philadelphia, 36s. general cargo, 10s. extra for Turmeric, 40s. for tea, all net. Coast rates.—Meiji to Shanghai \$2.10 per ton coal; Nagasaki to Shanghai \$2.10 per ton coal; Newchwang to Kobe 25 sen nominal; to Nagasaki 20 sen nominal; to Swatow 35 cents; to Amoy 35 cent; to Whampoa 38 cents; to Canton 38 cents; Wuhu and Chinkiang to Canton 22 cents; to Amoy 20 cents; to Sw. tow. 20 cents.

#### VESSELS ON THE BERTH.

For LONDON.—*Parramatta* (str.), *Hector* (str.), *Java* (str.), *Kawachi Maru* (str.), *Glaucus* (str.), *Bingo Maru* (str.).

For BREMEN.—*Preussen* (str.).

For MARSHALLS.—*Salaris* (str.), *Kawachi Maru* (str.), *Bingo Maru* (str.).

For HAMBURG.—*Sibiria* (str.), *Konigsberg* (str.), *Heidelberg* (str.), *Bamberg* (str.).

For SAN FRANCISCO.—*Coptic* (str.), *Nippon Maru* (str.), *Queen Margaret*, *Thyra* (str.), *U. of Rio de Janeiro* (str.).

For VANCOUVER.—*Empress of China* (str.).

For VICTORIA, B.C., AND TACOMA.—*Tartar* (str.), *Glenogle* (str.).

For PORTLAND, O.—*Lennox* (

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## HONGKONG.

## May— ARRIVALS.

13. Nanchang, British str., from Taku.  
 13. Pronto, German str., from Swatow.  
 13. Tetartos, German str., from Swatow.  
 14. Chihli, British str., from Tongku.  
 14. Lyeemoon, German str., from Canton.  
 14. Meefoo, Chinese str., from Shanghai.  
 14. Orestes, British str., from Shanghai.  
 14. Taisang, British str., from Shanghai.  
 14. Yamaguchi Maru, Jap. str., from Moji.  
 14. Szechuen, British str., from Wuhu.  
 15. Idomeneus, British str., from Singapore.  
 15. Kwangping, Chinese str., from Canton.  
 15. Yuensang, British str., from Manila.  
 15. Michael Jebson, German str., from Moji.  
 15. Hoihao, French str., from Pakhoi.  
 15. Hue, French str., from Haiphong.  
 15. San Gottardo, Italian str., from Singapore.  
 15. Hong Leong, British str., from Straits.  
 15. Quarta, German str., from Saigon.  
 15. Suisang, British str., from Calcutta.  
 15. Afridi, British str., from Saigon.  
 16. Kweiyang, British str., from Canton.  
 16. Candia, British str., from Yokohama.  
 16. Australian, British str., from Kobe.  
 16. Choisang, British str., from Shanghai.  
 16. Hailoong, British str., from Tamsui.  
 16. Ikadsuchi, Jap. torpedo-boat destroyer, from Singapore.  
 16. Glenlochy, British str., from London.  
 16. Bamberg, German str., from Hamburg.  
 16. Trigonia, British str., from Shanghai.  
 16. Loyal, German str., from Canton.  
 17. Kashing, British str., from Tientsin.  
 17. Salvador, Amr. str., from Amoy.  
 17. Bygdo, Norwegian str., from Newchwang.  
 17. Formosa, British str., from Tamsui.  
 17. Loongmoon, German str., from Shanghai.  
 17. Sumidagawa Maru, Jap. str., from Swatow.  
 17. China, German str., from Saigon.  
 17. Thales, British str., from Coast Ports.  
 17. Benlarig, British str., from Saigon.  
 18. Zweena, British str., from Iloilo.  
 18. Meefoo, Chinese str., from Canton.  
 18. Taisang, British str., from Canton.  
 18. Katsuyama Maru, Jap. str., from Saigon.  
 18. Pronto, German str., from Swatow.  
 18. Marie Jebson, Ger. str., from Samarang.  
 18. Hinsang, British str., from Wuhu.  
 18. Haimun, British str., from Tamsui.  
 18. Jason, British str., from Penang.  
 18. Salazie, French str., from Shanghai.  
 19. Daphne, German str., from Moji.  
 19. Hanoi, French str., from Haiphong.  
 19. Esmeralda, British str., from Manila.  
 19. Fushun, Chinese str., from Shanghai.  
 19. Birchter, British str., from New York.  
 19. Triumph, German str., from Hoihao.  
 19. Kawachi Maru, Japanese str., from Japan.  
 19. Chwshan, British str., from Bangkok.  
 19. Namyong, British str., from Singapore.  
 19. Tonkin, French str., from Marseilles.

## May— DEPARTURES.

13. Chingtn, British str., for Manila.  
 13. Coromandel, British str., for Europe.  
 13. Tacoma, American str., for Tacoma.  
 13. Stromboli, Italian monitor, for Shanghai.  
 13. Tritos, German str., for Saigon.  
 13. Konoura Maru, Japanese str., for Kobe.  
 13. Miike Maru, Japanese str., for Kobe.  
 13. Doyo Maru, Japanese str., for Saigon.  
 13. Sabine Rickmers, British str., for Bangkok.  
 13. Rohilla, British str., for Yokohama.  
 14. P. C. C. Kiao, British str., for Swatow.  
 14. Dagmar, Norw. str., for Newchwang.  
 14. Maizuru Maru, Japanese str., for Swatow.  
 14. Hating, French str., for Hoihao.  
 14. Haiching, British str., for Swatow.  
 14. Vindobona, Austrian str., for Shanghai.  
 15. Nanchang, British str., for Canton.  
 15. Chihli, British str., for Canton.  
 15. Taisang, British str., for Canton.  
 15. Meefoo, Chinese str., for Canton.  
 15. Szechuen, British str., for Canton.  
 15. Pronto, German str., for Swatow.  
 15. Indrapura, British str., for Shanghai.  
 15. Orestes, British str., for London.  
 15. Saidi, Austrian cruiser, for Shanghai.  
 16. Bergenhus, Norw. str., for Kobe.  
 16. Changsha, British str., for Australia.  
 16. Hermes, Norwegian str., for Chefoo.  
 16. Benlomond, British str., for Shanghai.  
 16. Keongwai, British str., for Hoihao.

16. Lyeemoon, German str., for Shanghai.  
 16. Yamaguchi Maru, Jap. str., for Bombay.  
 16. Wingsang, British str., for Shanghai.  
 16. Hong Leong, British str., for Singapore.  
 16. Martha, German str., for Moji.  
 16. Hongkong, French str., for Hoihao.  
 16. Holstein, German str., for Saigon.  
 16. Diamante, British str., for Manila.  
 17. Empress of Japan, Brit. str., for Vancouver.  
 17. Chovsang, British str., for Canton.  
 17. Machew, British str., for Swatow.  
 17. Loosok, British str., for Bangkok.  
 17. Kwangping, Chinese str., for Chefoo.  
 17. Idomeneus, British str., for Shanghai.  
 17. Hoihao, French str., for Hoihao.  
 17. Yuensang, British str., for Amoy.  
 17. Kweiyang, British str., for Swatow.  
 17. Bisagno, Italian str., for Bombay.  
 17. Loongmoon, German str., for Canton.  
 17. Kashing, British str., for Canton.  
 17. Chunsang, British str., for Singapore.  
 17. Bamberg, German str., for Yokohama.  
 18. Naukin, British str., for Kobe.  
 18. Kachidate Maru, Jap. str., for Nagasaki.  
 18. San Gottardo, Italian str., for Guam.  
 18. Hailoong, British str., for Swatow.  
 18. Candia, British str., for London.  
 19. Formosa, British str., for Amoy.  
 19. Loyal, German str., for Hongay.  
 19. Glenlochy, British str., for Shanghai.  
 19. Tetartos, German str., for Sourabaya.  
 19. Hailan, French str., for Hoihao.  
 19. Taisang, British str., for Swatow.  
 19. Hinsang, British str., for Canton.  
 19. Queen of Isles, British bark, for Ponape.  
 19. Quarta, German str., for Hoihao.  
 19. Hue, French str., for Hoihao.  
 19. Meefoo, Chinese str., for Sha-ghai.  
 19. Thales, British str., for Swatow.  
 19. Fushun, Chinese str., for Canton.

## PASSENGERS LIST.

## ARRIVED.

Per Meefoo, from Shanghai, Mr. Chun Soy Chu and family.

Per Yamaguchi Maru, from Moji, Mr. G. Fullerton.

Per Yuensang, from Manila, Mr. and Mrs. Green, Messrs. A. S. Trevor, C. H. Horley, Vicente Monzon, C. Koavara, Tomas Guerra, Juio Medurgo, Natalio Tiangco, Li Ting Kwai, Castor Abad. Misses Maria Lago and Teodora Lopez.

Per Suisang, from Calcutta, Capt. Morris, Messrs. Kirk, McKenzie, and Newbold.

Per Australian, from Kobe, Hon. J. S. Turner, Messrs. Turner and Steele, and Miss Gatton.

Per Choisang, from Shanghai, &c., Mr. Bennett, Mr. and Mrs. Robinson, Capt. Lagg, Capt. Hall, Messrs. Smith and Marshall.

Per Formosa, from Tamsui, &c., Mr. Sit Tong Cook.

Per Loongmoon, from Shanghai, Mrs. Loinguet, Messrs. F. Viederlein, A. Müller, and E. Low.

Per Thales, from Foochow, &c., Right Rev. Bishop Hoare, and Mr. Arthur.

Per Salazie, for Hongkong, from Shanghai, Mr. E. B. Raymond, Mrs. Vera West, Messrs. Wittmuss, H. J. Grewing, Lo To Yee, Carl Francke, Thomas Bouladoux, P. L. Sampson, Wang Hoo Chun, W. Hunt, Clingh Banna, Mr. and Mrs. Thiebant and 4 children, Messrs. H. Sampson and Geo. MacCamish; from Yokohama, Mr. and Mrs. Jackson, Sisters Amédée and Vilahné, Messrs. Loo Yam Chee and Wong; from Kobe, Mr. and Mrs. Tookey, Mr. and Miss Tookey, Miss Elgan, Messrs. Geogacopoulos, Tig Hot, and L. Maller; for Saigon from Shanghai, Mr. Ballestracci; from Yokohama, Mr. Jusa; from Kobe, Mr. Filiol; from Nagasaki, Mrs. Marakami, Mr. Kini Jahavi, Miss Nagamura, Miss Omisi. Mr. Taki and child; for Singapore, from Shanghai, Messrs. Brinkworth, Chia Kong, and Nagakawa; for Port Said; from Shanghai, Mr. Durand-Léon; from Yokohama, Mrs. Schwartz Amalia, Mrs. Attapovich, Mrs. Kourgansky, and Mrs. Vorsenoff; for Marseilles, from Shanghai, Messrs. R. P. Maquet and Bryant S. Fasset, Rrv. P. Va. Anne, Messrs. Roofdhoofd, Everest and Gachon; from Yokohama, Messrs. E. Maynaud, Oviedo, and Schellenberg; from Nagasaki, General and Mrs. Loewe and infant, and Mrs. Jusinska.

## DEPARTED.

Per Chusan, for Shanghai, from Hongkong, Rev. C. F. Wisner, Messrs. F. Huxhaw and L. Witt; from London, Messrs. Y. H. Griffith, R. Gibson, and Henri Noel; from Marseilles, M. H. Robinson, Dr. and Mrs. Fisher, and Mr. Rene St. Pol; from Port Said, Mr. A. L. Warner; from Bombay, Mrs. S. Murphine, from Singapore, Major McDonald, and Mr. Peart.

Per Coromandel, from Hongkong, for Singapore, Mr. J. R. M. Smith, Lieut.-Col. Keary, Messrs. R. R. Black, F. d. Rebstock, and C. Simpson; for Bombay, Mr. J. Nissim; for Marseilles, Messrs. F. da Silva, G. Sesma, A. Belaza, B. Martinez, A. Martinez G. Paredes, A. Hernandez, A. Naves, Roldan, Vavarro, Pevez, Arpon, Espelta, Azcona, Legura, Mayer, Galdeano, and Delgado; for London, Capt. Davis, Mr. J. W. Gray, Mr. E. W. Rodet, Eng., R.N., Mr. J. T. Smith, Gr. (T.), R.N., Mr. C. Bandyard, Gr. R.N., Messrs. D. R. Law, R. S. Philpot, R. Hannay, Tahourdin, R. L. Foster, B. N. Foster, and Thomson; from Yokohama, for Singapore, Mr. J. E. Bay; for Colombo, Mr. and Mrs. G. W. Mitchell; for London, Mr. and Mrs. Alcock, Lieut. Cleaver, R.N.R., Mr. and Mrs. F. W. Playfair and child; from Kobe, for Singapore, Lieut.-Col. Dantra, and Mr. M. Richards; for London, Mr. W. B. Meek; from Shanghai, for Singapore, Mr. S. D. Martin; for Bombay, Mr. R. S. Raphael; for London, Mrs. Tuckey and 2 children, Mrs. Creed, Miss Annerlow, Mrs. Gray Owen, Misses Spink, Wilson, and Fawson.

Per Rohilla, from Hongkong, for Kobe, Mr. Filicioano Barbara and son, Messrs. P. Daniels and N. Wilson; for Yokohama, Dr. Gibson; for Yokohama, from Marseilles, Mr. H. Robinson; from Singapore, Mr. C. Oldfield.

Per Tacoma, for Tacoma, Wash., Mrs. C. H. Jones, Mrs. C. W. Griggs; for New Westminster, B.C., Mr. and Mrs. D. D. Moore and child.

Per Yamaguchi Maru, for Singapore, Mr. and Mrs. Hendry.

Per Diamante, for Manila, Messrs. W. H. Everitt, J. M. Forsyth, W. H. Corwin, V. T. Kibbitt, Conte de Sennal, Dr. J. J. Ginsti, Mr. J. Hess, Mrs. Offee, Messrs. T. Kinslea and Hindes.

Per Changsha, for Manila, Mr. and Mrs. Davis, Miss Penalosa, Messrs. Asensi, Docter, J. M. Huston, R. Cochran, R. Arellano, A. P. Walker, Freimann, Misses Heuermann and F. Mansel; for Port Darwin, Mr. and Mrs. Fortich and child; for Townsville, Mr. and Mrs. A. J. Mackenzie; for Sydney, Mrs. Maxwell, Miss Wood, Miss C. J. Miller, Mr. and Mrs. E. W. Learoyd, and Mr. Yatman; for Melbourne, Mrs. McKee, Mr. and Mrs. Focken and 2 children.

Per Empress of Japan, for Shanghai, Mrs. P. Kaste, Messrs. J. S. Subirachs, A. Chaquet, A. P. Kirk, S. H. Abbott, R. P. Saunders, F. Veccajee, A. Afuerdes; for Kobe, Lieut. Von Sleich, Messrs. R. E. Kelly and J. E. Joseph; for Yokohama, Mrs. and Misses E. and C. Stoddard, Mrs. J. T. Myers, H. E. Green, W. Klose, A. V. Bohnszweiez, B. Henderson, F. W. T. Saunders, H. Nelson, A. Finke, and C. J. A. Ting; for Vancouver, Mr. and Mrs. W. L. Palmer, Mr. and Mrs. J. R. Van Derlip, Mrs. Wong Sing King and 3 children, Mrs. Chew Ngo and infant, Mr. A. S. Trevor, and Mr. Lum Ling; for Victoria, Rev. Chan Ting Kai, Mrs. Chan In Tan and 4 children, Miss Cheung Sui I, Mrs. Lim Tsi Po, and Mr. Lee Yeung Kwong; for New York, Mr. and Mrs. Ginsberg; for Chicago, Mr. and Mrs. J. M. Green; for Seattle, Mr. and Mrs. Hines, and Miss Hines; for Toronto, Messrs. A. Colbome and J. P. Stafford; for London, Major and Mrs. E. O. Wight, Lieut. Newbould, Dr. and Mrs. F. O. Stedman, Mr. and Mrs. G. C. C. Master and 2 daughters, Mr. and Mrs. Humphrys and 3 children, Miss Officer, Miss Raleigh, Miss Hebbden, Messrs. R. N. H. Gore Booth, C. W. Richardson, A. S. Antou, R. W. Hill, J. Jacquot, and W. G. Roberts; for Liverpool, Mr. Nils Hedberg; for Hamburg, Mr. L. Judell; from Yokohama, for Vancouver, Mr. A. S. Covil; for London, Mr. and Mrs. Waddell and Miss Waddell, Messrs. E. H. Whiteman, J. Sword, Dethner, P. Newson, and Mr. S. G. Cartwright.

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